MILKMAID'S
RICH
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CREAM.

SIMPLY PURE CREAM

The China Mail.

ESTABLISHED 1845

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STERILIZED
NATURAL
MILK.
IS
PURE, FRESH
COWS' MILK.

No. 16,032. 第一千九百一十四年九月廿二號 HONGKONG, TUESDAY, SEPTEMBER 22, 1914. 中華民國三年歲次甲寅 PRICE $3.00 per Month

THORNE'S
No. 4
OLD VAT
SCOTCH
WHISKY.

As supplied to the House of Lords and House of Commons.

A. S. WATSON & Co., Ld
WINE & SPIRIT MERCHANTS
ALEXANDRA BUILDINGS, Hongkong

THE FUTURE OF SHIPBUILDING.

Shipbuilding is one of our oldest, and still ranks as one of our most important industries, and in its scientific progress we have always taken, and still continue to take, a leading part. Nevertheless many other spheres of engineering activity have been created since the inception of iron shipbuilding some eighty years ago, and in certain instances have developed so very rapidly that most shipbuilders all times feel a certain amount of regret that shipbuilding science and practice cannot be forced ahead at the same comparative rate of progress.

On the other hand, perhaps, no branch of applied science gives rise to problems so varied and difficult as ship construction. Such subjects as structural strength, stability, elasticity, safety in damaged condition, etc., can only be dealt with by the designer with considerable mathematical approximation, and the factor of professional judgment enters very largely into his work. At the same time assumptions have to be made which, from the nature of things, must inevitably differ considerably from the conditions obtaining in actual practice—to say nothing of contingencies created by accidental damage.

The finished ship, as built, is the combined result of assumptions, calculations, deductions from observations made on previous ships, together with a comparatively large factor of safety, which is included to give the necessary latitude in the foregoing assumptions and deductions, and particularly to cover the necessary uncertainty which must appertain to all material and to all mechanical operations.

It is evident, therefore, that a very considerable amount of interdependence must exist between the shipbuilder and the designer, whose association is perhaps not always as close as it should be. Moreover, methods of manufacture restrict the ambitions of the latter in certain narrow grooves from which he can expand but little, and from this point of view it must be admitted that the improvements in appliances and methods of shipyard practice throughout the shipbuilding world have in recent years scarcely kept pace with the very great expansion of the industry. From the nature of shipbuilding the personal factor attaching to management figures more largely, perhaps, than in most industries, especially as regards profit-earning, but even efficient management necessarily has a limited influence upon the development of shipbuilding practice, besides which novelties in such practice usually entail a certain amount of risk of failure and consequent financial loss.—"Engineering."

TO THE TROUBLER OF THE WORLD.

At last we know you, War-lord. You that flung
The gauntlet down, flung down the mask you wore,
Publish your heart, and let its pent hate pour,
You that had God for ever on your tongue.
We are old in war, and if in guile we are young
Young also is the spirit that evermore
Burns in our bosom ev'n as heretofore,
Nor are these thews unbraced, these nerves unstrung.
We do not with God's name make wanton play;
We are not on such easy terms with Heaven;
But in Earth's hearing we can verily say,
"Our hands are pure; for peace, for peace we have striven:"
And not by Earth shall he be soon forgiven
Who lit the fire accurst that flames to-day.
—*The Times.* WILLIAM WATSON.

CHAMBERLAIN'S COUGH REMEDY.

THIS remedy has no superior as a cure for colds croup and whooping cough. It has been a favorite with the mothers of young children for almost forty years. Chamberlain's Cough Remedy can always be depended upon and is pleasant to take. It not only cures colds and grip, but prevents their resulting in pneumonia. Chamberlain's Cough Remedy contains no opium or other narcotic and may be given as confidently to a child as to an adult. For sale by all chemists and Storekeepers

BUSINESS NOTICES.

MILKMAID
MEANS
STERILIZED
SAFETY
NATURAL
NO
MILK
MICROBES



A Fresh Consignment of Half-size Tins has now arrived.

Please apply to usual Stores.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG
TUESDAY, 22nd SEPTEMBER.	
8 A.M. 'HONAM.'	8 A.M. 'HEUNGSHAN.'
5 P.M. 'FATSHAN.'	5 P.M. 'KINSHAN.'
WEDNESDAY, 23rd SEPTEMBER.	
8 A.M. 'HEUNGSHAN.'	8 A.M. 'HONAM.'
5 P.M. 'KINSHAN.'	5 P.M. 'FATSHAN.'

Single Fare by Night steamer $ 6.00
Return Fare by Night (available also for Return by day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night Steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. SUI TAI' : S.S. 'TAISHAN'

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf. Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 27TH SEPTEMBER.

The Company's Steamship "TAISHAN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M. and return from Macao at 2 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'SUI AN.'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. 'SAINAM,' 588 Tons, and S.S. 'NANNING,' 589 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers 'LINTAN' and 'SAISUI.' These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the:—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (FIRST FLOOR).

Opposite the Blake Pier.

CHEN KWONG & Co., Ld.

GENERAL IMPORT & EXPORT.

CANTON

LARGE WHOLESALE & RETAIL STORE

FURNITURE, Draperies, Groceries Boot and Shoes,
Makers of Jewellery, Lacquerss, Crockery Ware.
Iron-mongery, Wine and Spirits
Foreign Clothes for gentlemen made to order by our own tailors.
Large assortment of Chinese Silks and Foreign Goods of every description.
All goods sold at reasonable Prices.
The Cheapest and Best place in Canton Hongkong to buy Chinese and Foreign Goods.

SUP PAT POO STREET.
Tel. No. 1406. CANTON and
Nos. 237, 239, Des Voeux Road and No. 120, Connaught Road Central
Tel. No. 311. Hongkong.

SINGON & CO.

ESTABLISHED A.D. 1820.

IRON STEEL, METAL and HARD WARE MERCHANTS. Wholesale and Retail ironmongers, Pig Iron and Foundry Coke Importers, General Storekespers and Shipchandlers, Nos. 35 and 37, HING LOONG STREET (2nd Street, west of Central Market) Telephone No. 515.

Hongkong, September 4, 1914.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, IRON-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787'×88'×37'6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100—Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
50—Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—
JOHN I. THORNYCROFT & CO., LTD.
PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 I.H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING & LIGHTING SETS. MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN AGENTS.
Telegraphic Address:—'TAIKOODOCK.' TELEPHONE No. 215

"MUMEYA."

"While—you—wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

"Special terms 30% reduction for Volunteers and all men in uniform."

No. 8 Queen's Road Central.
TELE. No. 254. 872

NEW SHIPMENT

Government guaranteed 1st Grade Butter. Packed specially in Australia for us. Absolutely Best Imported. None Better quality made. 75 cents per lb.

FOR THE BEST OF EVERYTHING PROCURABLE IN ANY 1st CLASS RESTUARANT, IN THE EAST TRY THE

ALEXANDRA CAFE

THE HONGKONG HOTEL AND GRILL ROOM

J. H. TAGGART
MANAGER.

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ADMIRABLY SITUATED AT VICTORIA GAP,
Adjoining the Tramway Terminus, 1,400 feet above Sea Level

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine. Lounge, Smoking and Ladies' Rooms. Roof Garden.

Terms.—From $5 per day Max. Telegraph Add: "Peacefo". P. O. PEUSTER, Manager.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION.
ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

THE CARLTON HOTEL

Recently Renovated and Refurnished,
Self-Contained Suits of Apartments with Private Bath-rooms attached, Luxuriously Furnished Lounge, Drawing, Reading and Writing Rooms.
PERFECT SANITATION.
Under Personal Management of
O. F. OWEN. Proprietor.

BUSINESS NOTICES.

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Portland Cement

In Casks ex 375 lbs. net
In Bags ex 250 lbs. net

Shewan, Tomes & Co.
GENERAL MANAGERS.

"NESTOR"
Sanitary Fluid.
A
Reliable Disinfectant.

Two tablespoonsful to a gallon of water for washing floors, &c. is most useful for the Destruction of Fleas.

PER PINT TIN..... 50 CENTS;
PER GALLON TIN... $2.00

VICTORIA DISPENSARY.
32, QUEEN'S ROAD CENTRAL.

MEE CHEUNG
ART PHOTOGRAPHER.

CHILDREN'S PHOTOS
A
SPECIALITY.

NOTE ADDRESS.
MEE HOUSE HONG-KONG.

Bournville
The "COCOA de Luxe"
HIGHEST GRADE BRITISH MADE

Cadbury

"BOURNVILLE COCOA represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation in food value and delicacy of flavour, and is second to none in any respect whatsoever."
Medical Magazine, March, 1912

The Mark of Purity.

CADBURY'S CHOCOLATES
In Tins and Fancy Boxes
Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 17, 1913.

CALDBECK, MACGREGOR & CO.

(Established 1864.)

AGENTS FOR

JUNORA

THE WINE OF HEALTH

JUNORA—THE TONIC

JUNORA with gin or bitters—THE COCKTAIL

ICED JUNORA with water or soda—THE "LONG DRINK"

INTIMATIONS

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES.
SILVER CUPS, TEA SETS, CIGARETTE CASES.
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AGENTS FOR

BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL MERCHANTS, &c., &c., OF FIFTY YEARS STANDING

SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, *General Manager*

Hongkong, August 12, 1908. 478

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyard, Shau-Kei-Po, Kowloon, Hongkong. Telephone No. K.9.
Estimates furnished on application.

WONG PING WA, *Manager*.

Hongkong, April 1, 1912

THE HONGKONG ROPE MANUFACTURING Co., Ld.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAID	4 STRAND
1" to 15" Circumference.	5" to 15" Circumference.	3" to 10" Circumference

All Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., *General Managers.*

Hongkong, April 11, 1912. 501

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for

STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for

FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST **FIREBRICKS** CAUTION

FIRECLAY,

STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO., LTD., *Agents.*

THE CHINA MAIL

COMBINED COLOURED TYPHOON MAP & GUIDE

Showing tracks and daily progress of the big Typhoon during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents

From the CHINA MAIL Office

INTIMATIONS



MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, YOSHINOTANI, KISHIDAKE, HOJO KANADA, NAMAZUTA, SAYO SHINNEW and KAMIYAMADA Collieries.

AGENTS for SAKITO, & OYUBARI COALS.

HEAD OFFICE:—TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu, Wakamatsu, Otaru, Muroran, Hakodate, Kobe, Osaka, Kure, Tokyo, Yokohama, Nagoya, Tsuruga, Shanghai, Hongkong, Hankow, Peking.

TEL. ADDRESSES for above: "IWASAKI."

Codes:—A1, ABC 5th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macondray & Co.

SINGAPORE: Messrs Borneo Co. Ltd.

GLASGOW: Messrs A. R. Brown, McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,
Manager,
No. 2, PEDDER STREET,
HONGKONG.

816

HONGKONG CLUB.

NOTICE.

THE TWENTY-SIXTH HALF YEARLY DRAWING of Sixty Five Debentures of the HONGKONG CLUB, (1896 issue) was held in the CLUB HOUSE on FRIDAY, the 18th September, 1914, when the following Debentures were drawn for Redemption:—

124	777	1119	1469	1822
208	792	1121	1482	1844
222	829	1184	1489	1867
314	873	1188	1512	1875
415	874	1192	1541	1885
422	966	1212	1561	1897
484	968	1231	1622	1907
490	978	1237	1625	1909
501	1019	1307	1672	1922
564	1012	1327	1695	1926
593	1047	1370	1750	1956
741	1050	1434	1798	1962
747	1065	1454	1821	1965

and will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on WEDNESDAY, the 30th September 1914, in exchange for surrender of same.

By Order,
JAMES CRAIK.
Secretary.

Hongkong, Sept. 18, 1914. 1013

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

In the Matter of THE COMPANIES ORDINANCE 1911

AND

In the Matter of THE HONGKONG FIRE INSURANCE COMPANY LIMITED.

NOTICE is hereby given that a Petition was on the 20th day of August, 1914, presented to the Supreme Court of Hongkong by the above named Company to confirm an alteration of the said Company's objects proposed to be effected by a Special Resolution of the Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 4th day of June, 1914 and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 30th day of June, 1914 and which Resolution runs as follows:—

"That the provisions of the Company's "Memorandum of Association with "respect to its objects be altered so "as to read as in the Print signed by "the Chairman of the Meeting for "purposes of identification."

And notice is further given that the said Petition is directed to be heard before His Honour Mr. HENRY HESSY JOHNSON COMPERTZ Acting Chief Justice of the said Court on WEDNESDAY the 21st day of October, 1914 at 10.30 o'clock in the forenoon and any person interested in the said Company whether as Creditor policy holder or otherwise desirous to oppose the making of an order for the confirmation of the said alteration under the above Ordinance should appear at the time of hearing by himself or his Counsel for the purpose and a copy of the said Petition will be furnished to any such person requiring the same by the undersigned the Company's Solicitors on payment of the regulated charge for the same.

Dated the 21st day of August, 1914.

DEACON, LOOKER, DEACON & HARSTON,
1 Des Voeux Road, Central,
Hongkong,
Solicitors for the Company.

947

DON'T Forget after the Show, Supper, and Light Refreshments at

ALEXANDRA CAFE,

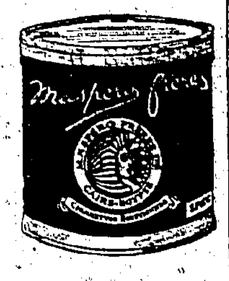
1pm Till Midnight.



MASPERO "SPECIALS"



$1.50
a tin of
50
Cigarettes



The Smoker who appreciates the charm of the pure Egyptian Cigarette will find Maspero "Specials" delightful.

WAR NEWS FROM HOME PAPERS.

PRISONERS OF WAR.

Eighty five German reservists, made prisoners of war while waiting at the coast to return to Germany, arrived at Victoria Station from Sheerness on Aug. 6. They were under an armed escort of the Royal West Kent Regiment, who, with bayonets fixed, marched the Germans from the South-Eastern Railway station to the adjoining station on the Brighton and South Coast Railway. Here they were sent away by the 7.20 p.m. train, their destination, it is understood, being Horsham.

Londoners hurrying to their suburban homes rubbed their eyes in astonishment. German prisoners at Victoria Station brought the war home to them with a vengeance. A few, under the impression that the men were spies, began to boo and hiss, but they were speedily silenced by their fellows. The majority of the prisoners appeared to be delighted with their fate, while the guard were obviously proud of their position. Five soldiers and five Germans shared a carriage, and it was amusing to see the "Tommies" with a fixed bayonet in one hand and a cigarette in the other.

PRISONERS AT DOVER.

About fifty Germans, comprising the crews of the four-masted sailing ship Perkeo and the steamer Franz Horn, arrested in the Channel by a British destroyer, were landed on Aug 6 at Dover as prisoners. They were marched under escort of a party of the Inniskilling Fusiliers to Archcliffe Fort, where they are to remain in captivity. The Perkeo's captain commanded the German five-masted Preussen when she was lost off Dover.

Eight men of the German steamer Albert Clement, lying in Tyne Dock, who had been paid off as they desired to join the German forces, proceeded to London, but being unable to discover any method of getting to Germany they returned to South Shields, and yesterday were taken into custody a prisoners of war.

Thirteen Germans were landed at Kirkwall from a British warship and taken in charge by an escort of Territorials. They are trawlers' men whose vessel is reported to have been captured and sunk in the North Sea.

CREW OF THE AMPHION.

The following is a list of the officers and warrant officers of the Amphion, which sunk as the result of striking a mine on Aug. 6 h.

Captain ...	... Cecil H. Fox (and for command of 3rd Destroyer Flotilla).
Lieutenants	... John C. Tovey. J. W. Clayton. Edward S. F. Fegen.
Lieut. R.N.R.	Kingsley G. Howe (Acting).
Eng. Com	... Charles G. Ware.
Eng. Lieut.	... Howard Wormell.
Staff Surg.	... Herbert R. H. Denny.
Staff Paym.	... Joseph T. Gedge.*
Sub-Lieut.	... Maurice A. Brind.
Assist.-Paym.	George S. Trewin (for duty with Captain (D).
Gunner ...	... (T) Richard H. Quick.
	John N. O. Gould.
Sig. Boatswain	Robert Alexander (for duty with Captain (D) temp).
Carpenter...	... Herbert R. Lillicrap.
Staff Paym.	Gedge and 100 men were killed.

AMERICA'S NEUTRALITY.

New York, August 6.

American battleships, cruisers and destroyers in Atlantic ports have been ordered to see that American neutrality is enforced. The Dreadnought flotilla has taken up a position outside Sandy Hook. The attempt of the Vaterland to sail armed will not be permitted.—*Exchange Telegraph Company.*

Washington, August 6.

The battleship Florida has been ordered to watch the Hamburg-America liner Vaterland until it has been determined whether there has been any violation of the neutrality laws.—Reuter.

GREAT BANANA SUPPLY.

Messrs. Elder and Fyffes (Limited) stated at the beginning of August that there were seven cargoes of bananas, representing 460,000 stems, or 10,000 tons of fruit, now on their way to this country from the West Indies, in addition to the whole of the banana supply of the Canary Islands, one-half of which formerly went to the Continent. This latter supply represents 120,000 stems a week.

MORAL AND SPIRITUAL NEEDS.

There has been great activity at the headquarters of the Young Men's Christian Association in Russell-square during the past few days, and organisation to meet the present emergency is now complete says the "Daily Telegraph" of Aug. 6. The association have had considerable experience in active service in connection with the South African War, the American War with Spain, and the Russo-Japanese War, the services in which were rewarded by a gift of £1,000 from the Mikado; and they are ready, in case of need, to accompany an expeditionary force to the Continent. The organisation which has just been completed is, however, concerned wit the naval and military forces in this country.

For many years past the Young Men's Christian Association has done valuable work at the Volunteer and Territorial camps; and during this war their services will be extended to the Regulars and the Navy. They will have a tent in each concentration camp with a view to keeping the men contented and fit for service, and at these tents facilities will be provided for communication with friends, reading, writing, music and games, while cheap temperance refreshments will be obtainable. There will be opportunities for athletic exercises under skilled direction, and efforts will be made, in cooperation with the chaplains, to meet the moral and spiritual needs of the men.

For the service of the Navy the Association has sixty branches round the coast of England and Wales, with naval institutes at Cromarty and Harwich, and special institutes will be erected at naval ports without institutes. The association is also ready to provide workers among prisoners.

Thousands of members of the association are already in the ranks, thousands of others have offered themselves, and through the national headquarters in Russell-square, at least a thousand voluntary workers are available to staff the tents wherever they are situated.

One member of the national staff will be detailed for special service in each of the divisions into which the country is mapped, and will work in close touch with the various divisional organisations. The whole machinery of the movement throughout the country is being requisitioned for the purpose.

THE FIGARO ON SIR GREY'S SPEECH.

Paris, August 4.

The newspapers this morning comment on yesterday's events, the declaration of neutrality by Italy, Germany's ultimatum to Belgium, and Sir Edward Grey's statement in the House of Commons.

M. Gabriel Hanotaux in the Figaro says:

Hurrah for England and Sir Edward Grey's admirable statement. One feels throughout the speech to its last word the measured thought of a people and a Government who know what they want and say so firmly. Our little soldiers who are going to fight will shout the unanimous cry of all France, "Hurrah for Old England." Sir Edward Grey's statement is a veritable masterpiece of faithfulness to treaties and faithfulness to engagements. Everything in the speech is faithful to his noble past and faithful to his high moral standard. The cry goes up among the peoples, "Down with the Barbarian." The cry goes up from five Powers, Russia, France, Servia, Belgium, and Great Britain. Meanwhile, Jupiter drives mad those whom he wishes to destroy.

The Echo de Paris says:

We have never doubted the decisions taken yesterday in London. They mark one of the greatest events of history. Rarely has Great Britain been seen to interfere with all her forces in a war between the peoples of the Continent. That only happens about twice in a century and when she has intervened, the conflict has never terminated until the Power which she was fighting for supremacy has been beaten and the equilibrium of Europe restored.

Other newspapers also publish similar comments and address words of thanks to Italy and Belgium.—Reuter.

GERMAN AEROPLANE WRECKED.

London, Sept. 4th.—A German aeroplane has been found floating sixty miles from Harwich by a British submarine.

The latter rescued the aeroplanist and the mechanic, but sank the aeroplane.

The Germans have been lodged at Harwich.

GERMAN FLEET'S FAILURE.

Considerable dissatisfaction prevails among the German business community in consequence of the failure of the fleet to protect merchantmen and prevent the loss of rich markets which are gradually falling into British and American hands.

FOR a good Solid meal s la Carte or Table D'Hote with Wines & Liqueurs the best is ALEXANDRA CAFE.

CONSUL ARRESTED.

The German Consul at Sunderland, Mr. Ad. Ahlers, has been arrested at the instance of the military authorities. The charge is not divulged. Mr. Ahlers on Wednesday declared his intention of never returning to Germany, of which land he is a native, whatever might be the result of the present war. Yesterday Mr Ahlers, who is naturalised as a British subject, announced his resignation of his post.

The pastor of the German Seamen's Mission at South Shields, who has been resident in the town for a number of years, who arrested yesterday and conveyed under military escort to the police station.—"Daily Telegraph" of Aug 7.

CONGRESS TO THE RESCUE OF STRANDED AMERICANS.

20,000 on the Continent.

Good news for the Americans who are stranded in London was contained in the following notice posted at the Savoy Hotel yesterday:

"A cablegram has been received from America, stating that Congress has voted $2 500,000 to relieve American citizens in this country, $30,000 of which is being sent in gold for immediate needs. In addition, a sum of $1,000,000 will be sent by the American Bankers' Trust."

This information gave great satisfaction. It is estimated that on the Continent there are 20 000 tourists who have booked to return by November. The majority are in Germany and Switzerland, but cannot move owing to the Belgian and French railways being used for mobilisation, but but the committee hope that within five days they will succeed in getting Americans through. A boat with tourists from various parts of Italy has left Genoa, and the committee learned that the English authorities had consented to let it pass through the Straits of Gibraltar.

The main efforts of the committe now is to get Americans back to London from the Continent. Yesterday a large number were moved from London to Liverpool, whence they will for the States and Canada. The financial aspect of the trouble has been relieved by the sailing of the Tennessee with £400,000 sent by the American Government. The Cunard Company consented to accept letters of credit and American bank cheques in payment, and so came into line with other English oceangoing lines.—"Daily Telegraph" Aug. 7.

MOTOR VOLUNTEERS.

In order to facilitate any plans the Army authorities may have in view with respect to requisitioning private motor cars for military purposes, a number of gentlemen are taking steps to effect the scheduling of such vehicles.

It is felt that delay will be avoided—should the necessity arise for utilising such useful material—if information is at hand showing exactly the capacity, &c., of the car that is made available. A form has therefore been prepared, setting out the various items of information it is necessary to give. These include the make of the car, date of manufacture, horse power (R.A.C.), bore and stroke, size of tyres (front and back), detachable wheels (rims or Stepney), approximate distance run on full tank of petrol and on full tank of oil, number of seats, and make and size of head-lamps. The owner is also asked to state whether the car is offered for service in this country only, or, if necessary, for use abroad, and whether the mechanic driver will volunteer to go with the car.

7,000 DRIVERS MOBILISE.

About 7,000 taxi, bus, and tram workers have left their occupation in London to perform national service. Of these some 2,000 are drivers, conductors and other bus hands. The principal work is in connection with transport. Many of the men belong to a special reserve, and are known as "four pounders," from the fact that they receive £4 a year for undertaking to render national service when called upon.

Others are men who have volunteered for service, and all are members of the Licensed Vehicle Workers' Union, which will consider on Monday (August 10) a proposal that all members joining the the colours shall be exempt from paying union subscriptions during the whole period of their service.

Six hundred of the vehicles of the London General Omnibus Company are registered for military use. The body of the bus is removed and the chassis used for transport purposes. In the case of single-deck buses the seats are removed, and the vehicle fitted out as an ambulance. The company has 3,091 buses.

THE FRENCH GOVERNMENTS REMOVAL TO BORDEAUX.

London, Sept. 3rd.—The Paris Proclamation referring to the removal of the French Government to Bordeaux adds: Under the command of its eminent chief, the army will defend the capital; but the war must be carried on at the same time in the rest of the territory. The struggle must continue without peace, truce, cessation or faltering. None of our armies are impaired. The gaps have immediately been filled from the Reserves. Let us endure and fight, while at sea the British aid us in cutting the enemy's communication with the world and the Russians continue to advance. We shall gain the final victory by unflagging will, endurance and tenacity."

The American Ambassador remains in Paris.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

Prices: $1.25 and $2.25.



THE DOLLAR MARK

never obscures our idea of eyeglass service—the first consideration here is perfect satisfaction in glasses and our patrons never find reason to complain of our charges.

We use every scientific method of value in testing the sight.

FOR ALL EYE TROUBLES CONSULT US.

CLARK & Co.
SCIENTIFIC OPTICIANS
YORK BLDGS, CHATER RD.
HONGKONG

Hongkong, May 25, 1914. 1434

INTIMATIONS

PEAK CLUB.

BY kind permission of Colonel Watson and Officers, the BAND of the 7th PUNJABIS will play at the Peak Club on SATURDAY night, the 26th instant, commencing at 9.15 p.m.

By Order,
ENTERTAINMENT COMMITTEE.

Hongkong, Sept. 18, 1914. 1012

FRENCH LESSONS

G. MOUSSION,

15, Morrison Hill Road.

Hongkong, Sept. 18, 1914. 1015

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY the 26th of September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1914.

The TRANSFER BOOKS will be CLOSED from the 12th to the 26th of September, both day inclusive.

DOUGLAS LAPRAIK & Co.
General Managers.

Hongkong, Sept. 5, 1914. 982

DAIRY FARM NEWS.

NOTICE.

WE beg to notify our customers that on and after 14th instant, our amended prices (as approved by the Food Committee) will come into force.

All existing price lists are hereby cancelled.

Amended copies can now be had on application.

THE DAIRY FARM Co., LTD.

65

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 10 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 8.10 p.m.	Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.30 a.m. to 12 Noon	Every 15 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.10 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS Des Voeux Road Central.

JOHN D. HUMPHREYS & SON
General Managers.

SIEN TING.

Surgeon Dentist.

No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE

Consultation Free.

OYSTERS, Fresh, Fried or Stewed, Findon Haddocks, Kippers, &c.

ALEXANDRA CAFE.

Hughes and Hough

Accountants to the Government, and Admiralty.

General Auctioneers and Share, Coal and General Brokers.

Proprietors "TO-KWA-WAN" COAL STORAGE.

Codes used: A.B.C. 4th & 5th Editions. A1. Telegraphic Code.

Telegraphic Address METRION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

WEDNESDAY,

the 23rd September, 1914, at 11 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,—

10 CASES LAGER BEER.

only just arrived ex s.s. "Tango Maru".

Terms:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, Sept. 19, 1914. 1916

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

WEDNESDAY,

the 23rd September, 1914, commencing at at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

A Quantity of VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, &c., &c.

As follows:—

TEAKWOOD, &c.—Two Upholstered Drawing Room Suites, Dining Room Furniture, &c., Arm-chairs and Sofas, Carpets and Rugs, New Brass and Brass-mounted Bedsteads, Bureaus, Wardrobes, Washstands, &c, Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, etc., etc., Dinner and Dessert Services, Crockery, Glass and E.-P. Ware, Cooking Stoves, (New), Kitchen Utensils, Cutlery, etc.,

Also

About 100 Lots of GOOD CHINESE PORCELAIN and EMBROIDERED PICTURES.

Two Pianos in good condition, Inlaid Desks, Old Bronze Pictures, Electric Reading Lamps, etc., 1 Marble Clock, 2 Iron Safe, Ice Chest, Typewriter, Grand-father's Clock, Silk Window Curtains, and Lace and Mosquito curtains (new), etc., etc., and One Pneumatic Tyred Rickshaw in good condition.

Catalogues will be issued.

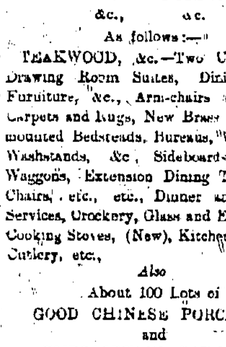
Terms:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, Sept. 17, 1914. 1908

JAPANESE MAKERS.

Every kind of Footwear.



MADE TO ORDER

CHERRY & CO., PEDDER STREET. Opposite Hongkong Hotel. Telephone No. 421.

Hongkong, March 20, 1914.

SAVARESSES SANTAL CAPSULES

PHYSICIANS RECOMMEND THEM. MADE IN LONDON. OF ALL CHEMISTS.

Appropriate, always.

With certain dishes, such as *Game*, Lea & Perrins' Sauce is *always* appropriate. It is the recognised sauce for such use.

In fact, for everything with which a sauce *can* be used, Lea & Perrins' is invariably the BEST. It has a refinement of flavour that suits the most delicate dishes and appeals to the most exacting palates.

Lea & Perrins

The Original & Genuine WORCESTERSHIRE.

FOREIGN DISCOVERERS OF ENGLAND.

CHARMING APPRECIATIONS OF OUR HOMELAND.

The distinguished visitors from France and Belgium, who have been visiting the most picturesque spots in England have repaid us with the charming appreciations they have given of what they have seen.

ENGLAND'S VARIED BEAUTY.

"One of our distinguished visitors is M. Armand Dayot, the Inspector-General of the French Ministry of Fine Arts," says the Telegraph. "He has looked at Great Britain with the clear vision of the artisteric, and the following are his impressions:—

"This delightful tour is for us not only a "sentimental journey" of exquisite charm, but also a profoundly educative journey, rich in revelations of varied beauty and enlightenment, as precious as it is useful. Up to now we French and Belgians have known far too little about Great Britain. Few of us have previously traversed the great ingenial domains of the sumptuous county of Warwickshire, and the valleys of Wales—like those of our old Brittany—the vast landscapes of Devon and Somerset, celebrated by the magic brush of Gainsborough, the wild and desolate plains of Exmoor, recalling so vividly the Shakespearean legends and visions.

"We can never forget, either, those pleasant red towns, in their vast green as their thousand arms, by main in—framework, which seemed to extend to Leamington, Droitwich, and the other benevolent places whose waters have such miraculous effects.

EVER-LIVING MODELS.

"While we hasten through country and through town, there rise before us at each turn of street or road, the ever-living models of the great English painters, whom we honour so highly, and who have already opened our eyes to the admiration, and our hearts to the love, of their native land. I have often seen in living shape before my eyes since my arrival in England—in charming form, haloed in gold and sunshine—the gracious genius of the Reynold's, the Romneys, the Hoppners, the Lawrences, and the Downmans, and also sometimes of the Rossettis and the Burne-Jones. I have also thought I saw the spirit of Crome, of Gainsborough, of Constable, and of Turner, brooding over the vast spaces, and the sumptuous shadows under the immensity of the glorious English skies, comparable with those of Holland. And so even to the humorous and charming Caldecott himself, who suddenly seemed to appear to us at Exford when we looked upon a magnificent group of huntsmen and hounds, splashed in red in its fresh green setting like a watercolour drawing."

M. Emile Vandervelde, who is the leader of the Socialists in the Belgian Parliament, and has been one of the chief orators of the party, writing in the Daily Chronicle, says: "I shall retain from this rapid passage through the half of England, general pictures which I shall never forget. In the first place, the symphony in green of Warwickshire, that Normandy beyond the Channel, with its peaceful rivers, its underwood flecked with foxgloves, its seductive little cottages, and, formidable witnesses of another age, its Warwick Castle, Kenilworth, whose grim outlines give 'tone' to the landscape, are unforgettable pictures."

A SYMPHONY IN GREEN.

"Then, after Malvern, the bleaker landscapes of Wales, the almost savage hills overlooking the Irish Sea, and—so beautiful when the sun bathes the waters in silvery light—Cardiff, the local capital, with the combes, the heather, the cliffs of Somerset and Devon on the other side of the Bristol Channel, where Frenchmen are surprised to find existent, and by no means in ruins as in their own country, quite a big corner of the feudal world.

"It suffices to pass through the country as I have done, in order to convince oneself that if the English people can be the most obstinate among civilised nations in holding to their traditions, they yield to none from the point of view of the generosity of their efforts for the common good. What is more admirable, for instance, than to see the miners in Wales contribute out of their earnings by individual contributions of 8d., 6d., and 1s. to the erection of the national library at Aberystwyth, the object of which is not only to preserve the literary monuments of the past, but to facilitate all the scientific researches which are to prepare the way for the future?"

BEAUTIFUL ENGLISH CHILDREN.

M. Henri Cain, a well-known Parisian dramatist and author, said to the Telegraph correspondent:

"We have been enchanted during our swift journey through this miraculous country of England. Our eyes have been ravished by the beautiful landscape, by its infinite and varied grace, by the prettiness of its rustic villas, and by the unexpected charm of the "maisons de paysans," which embowered in flowers and so picturesque, have met our view at each turn in our route.

"The incomparable attractiveness of these humble but lovely cottages has cured us, I believe, of 'la folie de grandeur.' We have been filled with a desire to be able to live some day in such a home—so modest, so charming, so clean, and so refreshing to the sight.

"In our journey across England we have gleaned many adorable memories as we have passed through the towns and villages. We shall always remember, for instance, the beautiful children of England, who have greeted us with their joyful "Hurrahs," as we have passed the playgrounds of the village schools—your English children, with their fresh cheeks like rosy apples and their hairs of honey and sunshine.

"Whenever we have seen them we have regretted that we could not stay longer to admire them as they have looked at us with their big blue eyes."

PARIS SOU PAPERS.

An interesting account of the 'great sou' papers of Paris is given in La Revue de Paris," says the Pall Mall.

"The first was the Petit Journal in 1863. It was the first pure 'news' paper. It was followed by the Petit Parisien, which adopted a similar programme and met with equal success. For long years they were the only journals in France to exceed the half-million circulation. From 1880 to 1900 they dominated, incontestably, the newspaper market.

"Their success was due to their appeal to the popular classes. At the antipodes of these two journals are the literary organs. To this class belong the Echo de Paris, Gil Blas, and Journal. Between the literary journal and the popular journal were ranged the party organs, such as the Radical, Libre Parole, L'Autorite, and L'Intransigeant. The Temps and Figaro stand apart.

"Then, again, the moment when the Petit Journal attained the million mark, the new Matin sprang into being founded on the Anglo-Saxon formula of a newspaper.

"The author of the article says the Matin now prints a million and a half. The total circulation of Paris papers is six millions, of which the greater part is absorbed by the Petit Parisien, the Journal, Matin, and Petit Journal, in the order given.

"The Temps is the great source of information of the small journals. Its appearance is awaited each evening in all the editorial offices. Only three journals are independent, by means of their correspondents abroad, of their great confrere.

"The writer also describes the Agence Havas, which supplies the French Press with news. This admirable and widespread organisation was founded in 1835 by M. Havas, a translator, who originally took his information from foreign journals. One of his staff, M. Reuter, set out for London, and another, Herr Wolf, installed himself at Berlin. Thus were founded three great European news agencies."

If you happen to be late your meal will be Courteously and Promptly served just the Same. Only at the ALEXANDRA CAFE.

BEFORE THE BLOCKADE.

SCENES AT TSINGTAU.

Three weeks have brought strange changes in the picturesque German city. The hotels were crowded with people from all parts of China on vacation. The roads sounded with the horns of motor cars, there was music in the homes and only the least suggestion that Europe was to break into general war, dragging with it this holiday making city.

And farthest of all from the thought of the Tsingtau people was the idea that when the war came it would mean in the Far East the struggle of a few thousand Germans against the whole weight of Japan. The day of the expiration of the ultimatum, Tsingtau was practically deserted. A motley wagon occasionally rumbled past, or one of the motor cars which have been organized into a corps. Squads of German soldiers now and then walked through the streets, and recruits were being drilled opposite the barracks.

At night all the lights in the houses which would show to seaward are extinguished and the city lies in darkness. The oppressive stillness on Saturday night was just once broken and that was when a detachment of sailors came swinging down the road singing a stirring song of the Fatherland.

It was thought by many that the Japanese would not wait for the expiration of the ultimatum but would begin an attack from the sea at night. There was little reason for that belief, and it was engendered by the nervous tension of the whole community. Everything was in readiness, however, and men at their posts in case of an attack being made.

The general impression at Tsingtau is that the Japanese with the British and French men-of-war will begin the bombardment from the sea at once. Certain it is that from the land side it is going to take considerable time for the Japanese forces to get into position. For the back country is soaked and standing in water, and the transportation of siege guns overland from any point at which the Japanese land will be a difficult undertaking.

There has been no stoppage in the work of preparation. On Friday, Aug. 21, another of the light houses, which standing afforded a good target, was blown up across the bay. Mine layers have been working at the mouth of the bay. Practically all the rolling stock of the railway has been sent out to Tsinanfu where in case of the capture of Tsingtau, it will be safe. It is stated that two nights ago the German merchant vessels in the harbour left to make a dash for a neutral port. Certain it is that the harbour is almost clear of every sign of merchant or war ship.

The Strand and Central Hotels and the Seamen's Home have been converted into hospitals. The restaurant of the Strand has been equipped for use as an operating room and one hundred cots places in readiness for use.

Many women have volunteered to act as Red Cross nurses. These are the only women left in Tsingtau.

A number of Boy Scouts have also volunteered for service and are now being used for carrying despatches, driving officers' carriages and running on errands. They have received a great deal of praise and are doing good work. Most of the Chinese coolies have left, two trains loads of them pulling out on Saturday, Aug. 22.

When the actual operations begin the preparations will go a step further. The stocks of the Tsingtau Brewery which also offer good marks for the Japanese gunners are to be blown up, it is said. The tanks of the Standard Oil Company have been painted an extinguishing colour, and that of the Asiatic Petroleum Company is to be given the same new coat.

The attempt is to be made to keep trains running out of Tsingtau each day until warlike operations from without prevent. Practically all the foreigners had left by Saturday, Aug. 22, as well as the other non-combatants. The Japanese were given until Saturday noon to absent themselves. The American Consul, Mr. Peck, who has been asked to represent French and British interests, and who is the only official other than German left in Tsingtau, plans to remain in Tsingtau during the siege.

Two representatives of the British-American Tobacco Company went into Tsingtau on Saturday to try to get out $60,000 worth of Pirate cigarettes which had been brought into Tsingtau on a German ship and unloaded at the Hamburg-American godown.

The Man Who Gets There

Is the man who has blood—real rich red blood and plenty of it—in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

makes blood—lots of it—life giving, brain nourishing, strength replenishing blood.

OF ALL CHEMISTS.

Price: $1.25 and $2.25.

AUCTIONS.

G. R.

PUBLIC AUCTION.

PARTICULARS and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 28th day of Sept., 1914, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Tai Hang Village in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.

Register No. of Sale.	Situate.	Boundary Measurements (Approximate). N.	E.	S.	W.	Contents Sq. Ft.	Annual Rent.	Upset Price.
1	North of Inland Lot No. 9897, Tai Hang Village, Inland Lot No. 2[illegible]	ft. 75	ft. 75	ft. 87	ft. 87	6,538 about	$ 68	$ 1,014

Want Advertisements

PREPAID

$1 per inch..... 3 insertions

$2 " " One week.

WANTED.

LADY TYPIST SEEKS Employment.

Apply X. C/o 'China Mail' Office.

Hongkong, Sept. 21, 1914. 1917

SCOTTISH SPORT.

(From Our Own Correspondent.)

EDINBURGH, Aug. 18.

RUGBY FOOTBALL.

The Scottish Football Union (Rugby) recommend that the ensuing football season should not be interfered with. The Committee say that "it has been suggested that all football should be stopped owing to the large number of our players who are withdrawn from the game as members of the Regular or Territorial forces. While proud of this fact the Committee do not feel justified in asking their clubs to abandon the coming season. They are satisfied that the matter may safely be left to the good sense of each club. Where there are sufficient numbers left, a game of football on a Saturday afternoon will in all ways be desirable, so long as this does not interfere with national duties."

ASSOCIATION FOOTBALL.

Like the Rugby authorities, the Scottish Football Association are of opinion that there is nothing to be gained by vetoing football at the present moment. Of course with so many followers of the game called to the colours, and the possibility of the closing down of many public works, the attendances will show a falling off; and it is known that not a few will stay for reasons of self-denial. Still the general opinion seems to be that the matches will prove a wholesome safety valve for excitement. Several of the clubs announce that prominent players will not be available, as they are serving with the Territorials.

On the opening day, the football "Fifteenth," there were good attendances at the First League matches. All the followers of the game were anxious to get some idea of club form, even although form at such an early day is not to be relied upon.

The majority of the players lack condition, and some are additionally handicapped by having to suit themselves to the style of new clubmates. When condition and combination are defective, surprises follow, and the list of close finishes leads one to think that choice of ground alone prevented several teams sharing the fate of Motherwell, Falkirk, and Dundee. The Heart of Mid-Lothian had every reason to be satisfied with their 2-0 victory over the Celtic champions, who were able to do everything but score. That the Hearts kept their goal intact was due to the adamant defence of Boyd, their new custodian, and the clever tackling of their full backs. Mercer was outstanding for the Hearts, and Johnstone for the Celts. The Rangers defeated Hamilton Academicals, but only by a somewhat lucky goal. Hibernians lost narrowly to Clyde, 1-0. Falkirk were handicapped during the greater part of the game by the absence of Orrock, and suffered defeat by Dumbarton, 2—1. Thanks to good forward play, Queen's Park completely mastered St. Mirren, 4—1. Aberdeen were smarter than Dundee, and scored 3—1. Airdrie were much better than Third Lanark, and that they only scored once was fine testimony to the goal-keeping of Brownlie. Ayr United had an easy thing against Partick Thistle, 4—0. Raith Rovers success with Motherwell was highly creditable, 2—1. Greenock Morton accounted for Kilmarnock easily, 3—1.

In the Second Division, Leith beat Arthurlie, 3—2; St. Bernards beat Abercorn, 3—1; Cowdenbeath beat Lochgelly United, 4—0; Dunfermline Athletic beat Dundee Hibernians, 3—1; St. Johnstone beat Johnstone, 4—3; Albion Rovers beat Vale of Leven, 1—0; Clydebank beat East Stirling, 3—1.

CRICKET.

By defeating Fifeshire, Perthshire won the Scottish Counties' Championship for the third season in succession.

Perthshire, after scoring 195, disposed of Fifeshire for the meagre total of 41.

CHRONIC DIARRHOEA.

ARE you subject to attacks of diarrhoea? Keep absolutely quiet for a few days, rest in bed if possible, be careful of your diet and take Chamberlain's Colic, Cholera and Diarrhoea Remedy. This medicine has cured cases of chronic diarrhoea that physicians have failed on, and it will cure you. For sale by all Chemists and Storekeepers.

W. S. BAILEY & Co., Ltd.

Kowloon Bay

SHIPBUILDERS AND REPAIRERS.

VESSELS IN STEEL OR WOOD, STEAM OR MOTOR DRIVEN, TUGS BARGES, STEAM OR OIL LIGHTERS, LAUNCHES, MOTOR YACHTS AND HOUSEBOATS.

ROOFS, BRIDGES, STEEL BUILDINGS AND CONSTRUCTION WORK.

SMART STEAM LAUNCH FOR SALE OR HIRE.

SOLE AGENTS FOR KELVIN MOTORS.

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving
Australia Ports, &c...	Eastern	Jibb Livingston & Co.	Oct. 9, at 10 a.m.
Australia Ports, &c...	Aldenham	Gibb Livingston & Co.	Oct. 30, at 10 a.m.
Anping & Takao &c.	Soshu Maru	Osaka Shosen Kaisha	
B'bay, v. S'pore, C'bo.	Rangoon Maru	Nippon Yusen Kaisha	Sept. 23.
B'bay v. S'pore & C'bo	Shinchiku Maru	Osaka Shosen Kaisha	Sept. 30, at Noon.
Honolulu via Japan &c	Seiyo Maru	Toyo Kisen Kaisha...	October 6.
Japan & Seattle	Minnesota	Great Northern S.S. Co.	November 14.
Kobe	Jinsen Maru.....	Nippon Yusen Kaisha	October 1
London, &c.....	Selecto	P. & O. S.N. Co.. ...	Sept. 26, at Noon.
London & A'werp &c.	Namur	P. & O. S. N. Co.....	About Oct. 14.
Manila, Cebu & Iloilo	Chinhua.....	Butterfield & Swire ...	Sept. 29 at 4 p.m.
Manila	Loongsang	Jardine, M'son Co., Ld.	Sept. 26, at 3 p.m.
Manila	Yuensang	Jardine, M'son & Co. Ld	Oct. 3, at 3 p.m.
Manila, A'tralian Port.	Changsha	Butterfield & Swire ...	Oct. 24
Mar., London &c.....	Kashima Maru.....	Nippon Yusen Kaisha	Sept. 23, at 10 a.m.
Mar., London &c.....	Mishima Maru.....	Nippon Yusen Kaisha	Oct. 7, at 10 a.m.
Marseilles via Ports...	Polynesien.....	Messageries Maritimes	About Sept. 29.
N ki, Kobe & Yhama	Nikko Maru.....	Nippon Yusen Kaisha	Sept. 26, at Noon.
New York.....	Ghazee	Dodwell & Co. Limited	About Oct. 28.
San Francisco v. Japan	Korea.....	Pacific Mail S.S. Co....	Oct. 6, at 1 p.m.
San Francisco v. Japan	Siberia	Pacific Mail S. S. Co.	Oct. 13, at Noon.
San Francisco, v. Japan	China.....	Pacific Mail S.S. Co.	Oct. 27, at 1 p.m.
San F'cisco, v. Japan	Manchuria	Pacific Mail S.S. Co.	Nov. 3, at 1 p.m.
San Francisco v. Japan	Shinyo Maru	Toyo Kisen Kaisha ..	
San F'cisco, v. Japan	Chiyo Maru.....	Toyo Kisen Kaisha ...	Oct. 20.
San F'cisco v. Japan	Tenyo Maru.....	Toyo Kisen Kaisha	Nov. 10.
Shanghai.....	Taksang	Jardine, M'son Co. Ld.	Sept. 30, at Noon.
Shanghai.....	Oriental	P. & O. S. N. Co.....	About Sept. 28.
S'tow, Amoy & Tamsui	Daigi Maru	Osaka Shosen Kaisha	Sept. 27, at Noon.
S'tow, Amoy & Tamsui	Daijin Maru.....	Osaka Shosen Kaisha	Oct. 4, at Noon.
S'tow, Amoy & F'chow	Kaijo Maru	Osaka Shosen Kaisha	
S'pore, P'ang & R'goon	Kawachi Maru	Nippon Yusen Kaisha	Sept. 24.
S'pore, Mauritius &c.	Salamis	The Bank Line, Ld....	October 25.
S'pore, Penang & C'tta	Fooshing	Jardine, M'son & Co. Ld.	Sept. 26, at 2 p.m.
S'pore, P'ang, Calcutta	Choysang	Jardine M'son Co. Ld.	Sept. 25, at 2 p.m.
S'pore & Sourabaya	Fansang	Jardine, M'son & Co. Ld	Oct. 2, at 2 p.m.
Sydney, Melbourne &c.	Tango Maru.....	Nippon Yusen Kaisha	Sept. 29, at a.m.
Sydney, Melbourne &c.	Nikko Maru.....	Nippon Yusen Kaisha	Oct. 21, at Noon.
Sandakan	Chunsang	Jardine, M'son Co. Ld.	Oct. 3, at Noon.
Victoria, Tacoma & Japan	Chicago Maru	Osaka Shosen Kaisha	Oct. 1, at 4 p.m.
Victoria, Tacoma & Japan	Canada Maru	Osaka Shosen Kaisha	Oct. 14, at 4 p.m.
Vancouver (B.C.) &c.	Empress of India.....	Canadian Pacific R. Co.	
Victoria B.C., Seattle &c.	Shidzuoka Maru	Nippon Yusen Kaisha	Oct. 6, at 4 p.m.
Vl'ver S'tle & Tacoma	Cardiganshire	Jardine, M'son Co. Ld.	
Weihaiwei & Tientsin	Huichow	Butterfield & Swire ...	Sept 29, at 4 p.m.

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Mr H. G. Allen
Mr C. M. Alport
Mr E. Arnoux
Mr & Mrs Athol L. Anderson & maid
Mr E. R. Bate
Mr D. C. Beadel
Mrs E. B. Bellios
Mr C. D. J. Bell
Mr G. A. Bets
Mr and Mrs A. R. Bishop
Mr W. M. Black
Mr G. H. Bredhoff
Capt. and Mrs B. F. Browne
Mr J. H. B. Browne
Mr A. J. Cambridge
Mr Smollett Campbell
Mr W. E. Clayton
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Mr and Mrs Dberlin
Mr W. A. Dowley
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Mr G. T. Lloyd
Mr F. Lobel
Mr A. Long
Mr E. F. Lyle
Mr J. A. Macaulay
Mr J. Macdonald
Mr & Mrs N. Macintyre and child
Mr & Mrs Manhaut
Dr O. Marriott
Mrs Martin
Mrs R. T. Matheson
Miss M. Matheson
Mr C. McNeil
Mr B. K. Mehta
Mr W. A. Mentzer
Mr J. Mercoli
Mr C. E. Meyer
Mr G. S. Middleton
Miss Miller
Miss Morgan
Mr W. J. Morrison
Mr Musso
Mr Diss Newton
Mr L. G. Odell
Lt.-Comdr. J. O'Neil
Mr W. Oudenhoven
Mr H. Handley Page
Mr A. L. Penning
Mr A. Pleasant
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Mr C. Skott
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Mrs H. Bolles
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Mr Davenport Browne
Mr A. R. Carleton
Mr W. A. J. Cooper
Miss D. Filkins
Mr & Mrs A. Forbes
Mr B. H. Collis Hall
Mr G. E. Stewart & Capt. & Mrs Stewart nurse and child
Bishop of Victoria
Mr & Mrs J. Horlbeck and child
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WATSON'S E BRANDY

Finest very old BROWN BRANDY Guaranteed 25 years age, in wood. *The finest liqueur Brandy on the market.*



THE DIARY.

MEMOS. FOR TO-MORROW.

10.30 a.m.—The local Prize Court sits.

2.30 p.m.—Auction of Furniture etc. at Messrs. Hughes and Hough's.

5.30 p.m.—"Swearing-in" Parade at St. Joseph's College.

General Memoranda.

SATURDAY, September 26:—

Noon.—Douglas Steamship Co. Ordinary General Meeting.

9.15 p.m.—Band Entertainment at the Peak Club.

SUNDAY, September 27:—

8 a.m.—Excursion to Macao.

TUESDAY, September 29:—

Michaelmas Day.

WEDNESDAY, September 30:—

11 a.m.—Drawing of Debentures at Hongkong Club.

MONDAY, October 5:—

1.59 a.m.—Full Moon.

SATURDAY, October 10:—

Amateur Boxing Tournament at City Hall.

FRIDAY, October 16:—

Birthday of Confucius

WEDNESDAY, October 21:—

Trafalgar Day (1805).

THE EDWARD DISPENSARY,

C. KAMMING & Co., Ln.

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GREAT REDUCTIONS IN PRICES.

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24, QUEEN'S ROAD, HONGKONG

Hongkong, July 22, 1914.

The China Mail.

HONGKONG, TUESDAY, Sept. 22, 1914.

GERMANY'S ACTS OF VANDALISM.

WHILE, within certain limits, it is universally conceded that "all is fair in war," in these days of wide tolerance and of more or less useful attempts to realise international arbitration, it is likewise recognised that the standard of morality must be higher than hitherto among nations as well as individuals. It was believed that no nation to-day would, while engaged in war, even remotely apply the dictum regarding all being fair in war. Yet what do you find? We find that Germany, whose much-beloauded culture has often been placed before other nations as a standard at which all should aim, is committing acts of pure savagery, reminiscent of the thoughtless acts of the Vandals. Doubtless the German officers responsible for the atrocious holocaust at Louvain, the equally atrocious destruction of Dinant and the wanton vandalism at Rheims would be prepared to justify their actions with some glib remark on the exigencies of war. Nothing, however, can justify what the Germans have done in their wanton thoughtlessness and the execration that is universally being meted out to the Germans to-day will be fully endorsed by posterity. The name of the Germans will be linked with that of the Vandals as ruthless destroyers, where destruction was unnecessary, and be all the more degraded as much more was expected of them in these enlightened days. Nothing proves more conclusively the righteousness of the task which the British Empire has imposed on itself, namely, the complete overthrow of the blood and iron policy that holds Germany in thrall. Such policy is the putting into practice of the most tyrannous philosophy ever propounded, namely, the overcoming by force and oppression all that retards such domination. Germany is wholly under the domination of Prussia, and Prussia is the supreme advocate of Force, the denunciator of all that appears to be weak, influenced by the sweetness of humanity, or incapable or unwilling to place Force upon a pedestal. The Prussians have imposed their iron rule upon the other parts of Germany and desire to do so on as much of the world as they can influence. Such a policy is contrary to the highest ideals of this or any other age and is intolerable. That it is brutal, vulgar and full of other kinds of vice is evident by the acts of vandalism that have been committed by the Germans at the instigation of their Prussian leaders. The atrocities referred to are also, doubtless, evidence of despair on the part of those being defeated who were certain of victory. The British and their Allies are guided by a sound conception of justice for all and the advocacy of a philosophy whose basis rests in right and not in might being supreme. Germany, having weakly allowed herself to be dominated by Prussia, is hopelessly involved in all the vandalism caused by the "blood and iron" kingdom. Only in one way can Germany extricate herself with honour from her present servile condition, namely, in a general uprising against Prussian despotism. No fighting caste is needed for a progressive nation. The history of the two greatest modern nations—the British Empire and the United States—clearly proves this, for much as the people of these countries esteem their army and navy, they would never tolerate its ascendancy. Happily, no such domination is desired as our fighting men are for under the delusion that Force makes a nation great. Until Germany overcomes Prussianism, with its barbarous ideals, she will present the extraordinary and humiliating spectacle of a nation being retarded and degraded by an inferior caste, which prevents her from taking her proper place among humane and enlightened nations. Fortunately, the stars in their courses are pointing a way by which Germany will soon be in a position to overthrow the blood and iron tyranny of Prussianism, which for a little has risen to cast a blur upon the high civilization attained by all Europe except Prussia alone.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

PARADES.

Parades for to-morrow Wednesday, 23rd inst. As for Monday 21st.

DETAIL.

On duty, Group 2.

Officers on duty, Capt. Armstrong, Lieut. Norrington and Lieut. Lindsell.

Orderly Officer, Lieut. Liddell.

To furnish Guard to-night, Eight Section M.G. Co.; to-morrow, Scouts Company.

Orderly Sergeant to-night, Corpl. Ellis; to-morrow, Corpl. Carpenter.

UNMUZZLED DOG.

Interesting Case At The Police Court.

Mr. H. Wilkinson, of 82, The Peak, was summoned before Mr. Wood this morning with allowing his dog to be at large without a muzzle.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, said that a summons had been served at The Falls, the Peak, addressed to H. Wilkinson, charging him with allowing his dog to be in Mount Kellet Road on Sept. 16, without a muzzle. There was no H. Wilkinson living at The Falls but he took it the summons was addressed to his partner, who, at the present time, was in Canada. There was a black dog at The Falls during the time that his partner was in Hongkong and he (Mr. Grist) had frequently seen the dog muzzled. From the time Mr. Wilkinson went to Canada until his neice, Miss Wilkinson, came to Hongkong about a fortnight ago, the premises were looked after by Chinese servants. When Miss Wilkinson arrived here the dog was not muzzled and it had not been since, attention not having been called to the matter.

There was no doubt that an offence had been committed but he did protest most strongly against the Police not having called the occupier's attention to the fact that the dog was straying without a muzzle, instead of issuing a summons forthwith. So many of those things were not wilful; nine times out of ten it being an accident of the moment. If the occupier's attention had been called to it, it would have been put right immediately, a telephone message to him or the occupier would have put the matter right without any trouble at all.

Mr. Wood said he was not quite sure he agreed with these remarks. The police would have their work cut out if they had to warn everybody.

Mr. Grist observed there would be very much less work.

"It is important for the public that dogs should be muzzled," said the Magistrate. "People are more likely to have their dogs muzzled if they know the penalty will be enforced."

Mr. Grist added he was walking round the Colony on Saturday and saw 20 dogs without muzzles before he came to one that had a muzzle. The action of the Police was overbearing.

The Magistrate: What about the present summons?

Mr. Grist: The summons came to the knowledge of the owner of the dog. He (Mr. Grist) supposed it was under his or his deputy's control.

Asked if he would pay the fine, Mr. Grist said: "Certainly on the understanding that no other summonse is issued."

A fine of $5 was imposed.

Five Chinese died from bubonic plague in the Colony last week, these being the only cases notified; four of the deaths were in the city district. Of three enteric patients one died, one being of French nationality. The only other case of notifiable disease was one of puerpural fever, a Filipino.

TREATMENT FOR DYSENTERY.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy followed by a dose of castor oil will effectually cure the most stubborn cases of dysentery. It is especially good for summer diarrhoea in children. For sale by all Chemists and Storekeepers.

NEWS OF THE DAY.

LOCAL AND GENERAL.

October 1st has been fixed as the opening day of the Hongkong Turkish Bath and Tiffet Co., Ltd. The business notice of the company appears on page 8.

The case in which C. Martini, export and import merchant of Kings Buildings, is suing Felix Lo rin, of Messrs. Hill, Bergdahl and Co., 4 Cross Lane, Wanchai, for $372.68, for goods sold and delivered was adjourned to-day until Thursday at 2.30 p.m.

Bail was refused by Mr. Wood yesterday morning in a case against a Chinese of Wanchai alleged to be in possession of 750 taels of opium. A Chinese detective received information that the opium was concealed on a sampan. The charge was remanded.

We are asked to state that the proceeds from the Amateur Boxing Competitions to be held at the City Hall on October 10th, under the patronage of H.E. the Governor, will be devoted to the Prince of of Wales' Relief Fund.

The Scottish Football Union (Rugby) and The Scottish Football Association have both decided not to interfere with the football season which is just commencing at Home. "Scottish Sport," in which one correspondent explains this attitude of the committees, will be found on page 8.

SOCIAL AND PERSONAL.

Dr. Morrison and Sir Richard Dane, have returned to Peking. Dr. Morrison was on board the Montcalm and returned to China on the receipt of an urgent message from the Chinese Government.

Dr. J. Bell, who is relinquishing his appointment as superintendent of the Government Civil Hospital, and is returning home for good, was entertained to dinner the other evening by some of his friends.

CHINESE REVENGE.

Mr. Wood yesterday afternoon discharged a Chinese charged with being in possession of two taels of opium. The defendant was seen carrying a bundle in the street which, on being examined, proved to contain opium.

Defendant's story was that he had given evidence in the Supreme Court and the person against whom he appeared had concealed the opium in his parcel to get him into trouble.

Several witnesses were called by the defendant, but the man whom he alleged had hidden the opium was not in Court, although warned to attend.

HELP FROM ALL.

Side by side with a subscription like that of the Imperial Tobacco Company, which sent a cheque for £25,000 or the Duke of Westminster's subscription of £15,000, are letters from old age pensioners, enclosing the amount of their pensions, and others even more remarkable, says the Daily News of August 10.

A kitchen porter, who wrote that though he was not an Englishman, he had lived so long in England he felt it his duty to help, enclosed his Post office Savings Bank book, showing a balance of £7 5s., which he placed to the credit of the fund; while schoolboys and girls sent small subscriptions addressed properly to the Prince of Wales at Buckingham Palace.

SOCIALISTS AND THE WAR.

Germans Who Wanted Peace.

Simla, Aug. 19.

Manifestoes issued by the Socialist Parties of Germany, Austria, France, and England have now reached India. The German one reports twenty-seven simultaneous meetings in Berlin with others all over Germany in favour of peace, and blames the war upon the ruling classes.

The Austrian one declares that the war is unnecessary, as the Servians are ready to grant all that Austria can reasonably demand, and it lays the responsibility upon those who thought out, supported, and encouraged the fatal step.

The French one, on the other hand, while also protesting against the war, admits that the French Government was and is most sincerely anxious to avert or diminish the risk of conflict.

The British one supports the protest against the war, but denounces the provocative note of Austria-Hungary to Servia sent before a fuller inquiry was made into the responsibility of Servian Government for the assassinations at Sarajevo.—Ex.

RHEUMATISM.

HAVE you ever tried Chamberlain's Pain Palm for rheumatism? If not, you are wasting time, as the longer this disease runs on the harder it is to cure. Get a bottle to-day, apply it with a vigorous massage to the affected parts and you will be surprised and delighted at the relief obtained. For sale by all Chemists and Storekeepers.

WAR NEWS.

THE WIRELESS TELEGRAPH QUESTION.

The Chinese newspapers report about the question of wireless telegraph affairs in Shanghai that the protests of the German, French and Japanese Consuls-General have been presented to Central Government by the Intendant of Shanghai who has asked the Central Government to negotiate with the diplomatic corps to carry out China's propositions. It is reported, say the Chinese newspapers, that the foreign Ministers to Peking concerned have expressed the views that the war going on now in Europe and matters in the territory of China are not worth disputing and wireless installations in Shanghai are all built for commercial purposes and have no concern with warlike communicitions and thus the diplomatic corps have ordered the foreign consuls concerned not to dispute about the question at all.—S. Mercury.

EXHAUSTED GERMAN SPIES.

The New Honour, a steamer of 722 tons, arrived in the Mersey on August 9th, says the Daily News, with four German prisoners on board. The men were picked up in St. George's Channel from an open boat. They were in an exhausted condition in consequence of privation and lack of food.

It is stated that the men had put to sea in their boat in order to elude coastguards, who had endeavoured to arrest them. They were brought ashore at Liverpool under an armed guard.

THE SINKING OF THE CITY OF WINCHESTER.

Experience of Officers.

An authentic account of the capture and sinking of the Ellerman liner City of Winchester by the German cruiser Konigsberg, off the coast of Aden, has been given to us by an officer of the lost ship. He says that the vessel left Calcutta for London on July 22 with two passengers and the crew. On July 29 she arrived at Colombo, and after discharging and loading considerable general cargo the voyage was resumed the following day. The German ship Zeiten was in port at the time and remained there for another six hours. In the afternoon of August 4, the City of Winchester was under the island of Socotra and two days later entered the Gulf of Aden. During the evening a wireless message gave them news of the declaration of war and two hours later the ship was captured by the Konigsberg which steamed up alongside with all lights out.

"After demanding our name nationality," said our informant, Mr. O. C. Brown, the second officer of the ill-fated liner, "we were told to stop. Then the cruiser sent a boat over with two lieutenants and about 20 men armed with rifles and bayonets. The officers came up the gangway and saw Capt. Boyck. The wireless installation was destroyed and all the ship's papers taken away. They left an officer and four men aboard, and we were told to steam according to orders that would be given us. The cruiser kept close to us, but the lights of both ships were out. We continued steaming throughout the night, and on the afternoon of the day following we reached the small port of Makalla, on the Arabian coast, about 200 miles north-east of Aden. There we found the Zieten and were afterwards joined by the German steamer Ostmark. We went in and anchored, with the cruiser keeping a watch on us from the sea side. Later on a boat came across from the Konigsberg and the charts and general implements for the navigation of the ship were removed, after which a prize crew of two lieutenants and 38 men was put aboard. They were all heavily armed. The same night the City of Winchester left for an unknown destination, being ordered to follow the Zeiten which steamed ahead. We proceeded to sea with all lights out and the next day were going in a north-easterly direction. On the afternoon of August 9 we we made the Khooria Mooria islands, about half way between Aden and Karachi. We dropped anchor in a small bay, and the next day the Zeiten came up alongside and removed some of our coal and all the stores.

"All the crew, with the exception of myself, the third engineer, Mr. Thompson, and the carpenter, were ordered aboard the Zeiten, which was carrying 280 English passengers. In the earlier morning of August 11, the Zeiten let go her ropes and hauled off and disappeared into the darkness, with no lights shewing and our comrades aboard. We were left alone with the German prize crew who warned us to do nothing that could be considered as an act of war, otherwise we should have to take the consequences. They treated us most kindly and we had nothing about which to complain regarding their attitude towards us. During the evening day they opened the hatches and took out what foodstuff they could find, and in the afternoon the cruiser again appeared. She made fast alongside and took off the remainder of the coal and whatever they wanted of the cargo. This work continued, with screened lights, throughout the night, and early on the morning of August 12 the crew and ourselves crossed over into the cruiser. She moved some 500 yards away and opened fire on the City of Winchester. Three shells were put into her and 92 hours later the new ship, which was homeward bound on her maiden voyage, went to the bottom. Shortly afterwards we were transferred to the Goldenfels and eventually reached Singapore."—Straits Times.

GERMAN ABUSE OF AIRCRAFT.

On the 1st instant a German aeroplane passed over Paris and dropped several bombs, but they failed to do much damage. Two British gunners fired at the aeroplane, but the shots did not take effect.

The United States Ambassador in Paris and other prominent Americans belonging to an American Association visited the French Minister of War and obtained a bomb used by the Germans. The Americans at once cabled to the Washington Government to lodge a protest with the German Government, as the act of the Germans is contrary to the principles of humanity and constitutes a violation of the Hague Treaty.

OPEN LETTERS TO THE ISLANDERS OF HONGKONG.

IV.

TO A MIDSHIPMAN.

MY DEAR LITTLE MAN.

I really think it is time that you and your doings came into the sunlight of admiration. I have such a vast affection for you and your like, that I feel I must run into print with my feelings, even at the risk of the awful scandal which may follow the outspoken adorations of Verenien.

I find you the most attractive masculine type in the Far East. "Tender and true," like Douglas in the old song, you remind me of the wonderfully perfect heroes of ancient romance. You entirely put your elders in the shade by your thorough manliness.

Once, in the days beyond recalling, a midshipmite did me the honour to propose marriage. For weeks previously he had daily sent me bouquets of lovely flowers, hoping, he explained, to rivet my affections in a floral chain of everlasting constancy.

I cannot here enter into reasons why, but I unwillingly refused my ardent admirer inspite of his graphic and detailed descriptions of the paradise of such a united existence as ours.

"Why ever cannot you marry me," he said vexedly, "just for a bit any way. If you don't like me afterwards we can easily get a divorce. I will manage that alright, I promise you."

I still regret that circumstances obliged me to decline this sporting offer. And alas! for the sensational divorce case that might have been—I married someone else. So I fear will he. The simple annals of Hongkong are full of midshipmanlore. Records exist of one, by nature endowed with more than his due share of good looks, who grew a beard. He was a misogynist, and found that by wearing this unbecoming appendage he rendered himself less liable to the unwelcome attentions of the fair sex.

Another (not a misogynist) became deeply enamoured of a lady of blue-black blood, statuesque and handsome, but perhaps a trifle bold for one so old.

After a lingering courtship she proposed and he accepted her offer. The engagement was announced, but unfortunately an unsympathetic skipper intervened. I do not know what damages the lady suffered or received but the boy's broken heart was caught on the rebound, the very next winter season, by a fascinating flapper. Their love story, a perfect Hongkong lawn-tennisonian idyll, will be handed down to posterity. I suppose you have suffered like many others from the selfishness of your superior officers. They are fond enough of every kind of social amusement themselves but seem to have a rooted objection to their midshipmen appearing in public. Jealousy is of course the only explanation of this extraordinary behaviour.

A few years ago, Captain Blank, the skipper of a certain battleship on the China Station, having slain the green eyed monster and become sympathetic in consequence encouraged and helped his middies to shine in society. They went everywhere and did everything.

At balls while other men were standing three deep round the walls longing to dance, these boys with their programmes quite full were waltzing gracefully with all the prettiest women in the room. How did they manage it? By their personal attractiveness, of course, added to a little of the cunning of the devil. One favourite method of filling their programmes was this. They would line up outside the door of the ladies' cloak room and as you passed in to take off your wraps a programme would be handed to you. The whole crowd would then gather round and claim dances. So, before you knew where you were your card was quite full.

There was no nonsense about this particular set of boys of the world. They were not foolish enough even to wish to get engaged. They preferred flirtations with married women, "so much safer, you know."

I heard one, more enterprising even than his fellows, at a private dance, say to his hostess "Please Mrs. Dash do not introduce me to any girls. I find I cannot get on with them at all, but I will look after any number of married women for you; I do not mind whether they are young or old."

At a King's Birthday ball at Government House the smallest and youngest of the gang asked me for a dance.

I misgivingly offered him a polka which he promptly accepted. When the moment of our dance arrived, he led me into the ball room. It was so crowded that we could scarcely pass through, much less dance.

"I really think we must sit this out," I said, looking down in pity on the mite who was just as high as my shoulder.

"What are you afraid of," he answered. "The crowd? Nonsense. You trust yourself implicitly to me, I will pull you through alright."

He did. We never paused once from the beginning to the end of our devastating career.

I could not tell you how many couples we made enemies of for life, how many toes were crumpled or how many frocks torn to shreds, all I do know is that I was guided by a master hand. My toes were untouched and my frock remained whole—only—my heart was nearly broken. For a whole winter season these midshipmen ran Hongkong, revelling in the joys of their elders. They danced, picnicked, flirted loved, and seldom lost. Society women petted and encouraged them to be impudent. Husbands consulted as to the advisability of starting an anti-midshipman league.

Their Naval instructor had a terrible time. When he dared to remonstrate with them on any point whatsoever he was callously reminded that all midshipmen in the ship did him the honour to pay him each (for instruction) the magnificent sum of threepence a day, deducted out of their screw, and that they did not get anything like value for their money.

In the summer-time the ship went north. In the Land of the Rising Sun these sportsmen made themselves still more famous. Most of the unmarried Japanese women in Yokohama were their devoted slaves, I believe.

Before the next cold season had begun Captain Blank retired and another skipper arrived from home to take his place.

The latter was the kind of man who did not encourage the growth of the old Adam in any midshipman. His motto was: There is more joy in the Navy proper over the making of one good sailor than over ninety and nine society nincompoops who play lab work and consider they need no training.

From the day he took over the ship work, work, work, was the lot of these cu[illegible] and sporting characters. We of the outer world knew them no more—they were not even allowed to play hockey, dressed in girls clothes, against our Ladies' team.

So the midshipman epidemic died out and you to-day are probably suffering because your fore-runners a little overdid their social duties. Never mind, we women still love you all at heart, and perhaps we admire you more—at work than at play.

Come and have tea with me one day soon when you have time and bring with you the latest scandals from sailor-land.

Your Best Friend,

VERENIEN.

WAR NOTES FROM HOME PAPERS.

Many Germans and Austrians who have long been resident in Paris are being allowed to remain with their families. "Justice in France must be applied," said M. Monnet, "even toward our implacable enemies."

Three steamers flying the British flag left Philadelphia on August 15 for English ports, carrying more than 500,000 bushels of wheat, thousands of tons of flour, and large consignments of shoes and medical supplies.

There has been some discussion as to what will be done with the cargo in seized German ships. In the case of Australia, it will be handed over to the consignees, and the freight payments due to German shipping companies will be held in trust by the Government.

Sir Adam Beck, who has one of the finest hunting stables in England, has presented his eleven prize horses to the War Office. The gift is deeply appreciated on coming from a Canadian who is of German origin.

The "Vossische Zeitung," in an article on the Sedan anniversary, remarks:—"We have no means of knowing what the world is just now saying about us regarding the successes of German arms in the east as well as the west. At any rate, Germany's success is due to the arbitrament of God, who considers the foes of Germany as the wicked originators of the present calamitous war."

The Germans pursue regular tactics with their aeroplanes. A Brussels correspondent has reported. Six leave Cologne daily. Three go to reconnoitre points of contact with the Belgians in the field. The other three make a methodical circle over the chief towns and the rear of the troops. They are regular and can almost be timed.

The Canadian artillery in France will be well equipped with recently purchased modern guns. The eighteen pounders have a range of from two to three miles, while the sixty-pounders will carry seven miles.

Travellers arriving in Rome from Bosnia have described the Austrian forces there, especially the Slav, Czech, Italian, and Rumanian elements, as unruly and rebellious.

Seventy-three German and twelve Austrian merchant steamers are reported to have been captured by Russia.

REQUISITIONING HORSES.

Numerous signs were visible in the streets of London at the beginning of August that the military authorities were bringing into operation the powers they possess in war time in the matter of taking over horses in private ownership. During the greater part of the day groups of horses which, judging by the official tab or label attached to their halters, had only just been requisitioned, were to be seen making their way to appointed depots or rendezvous, mostly in charge of civilians.

The requirements of the War Office in the matter of numbers naturally varied with the resources of the firms supplied to. One carting agency gave over about 100 of their animals; another, reticent in regard to figures, said the demands of the War Office upon them had been "somewhat heavy;" while an important firm of jobmasters stated that the military authorities had claimed "several hundreds" of their horses.

AMUSEMENTS AND THE WAR.

London theatres and music-halls are not likely to be affected to any great extent by the war. No meeting of theatre managers has even been called to consider the matter, and the only houses which are likely to close their doors are those where business has not been good. There are already eight houses closed for rehearsals, but Mr. Butler, the secretary of the West End Managers' Association, stated that as far as he could see there was no reason why others should close, and that except in the case of a national calamity, unforeseen and certainly undesired, there appeared no reason to doubt that there would be any lack of patronage.

A larger section of the public who are interested in variety performances can be equally assured. As one of the officials of Stoll's Syndicate stated, "During the Boer War we found that business was quite brisk, and on the whole the audiences behaved remarkably well. It was when peace was declared that the aftermath came, and business went down with a slump. There is certainly no fear of the Coliseum or the other West-end halls closing, nor will anything be permitted which will foster the worst form of excitement."

The managing director of Moss Empires and the London Hippodrome stated that they are determined to keep open all their places of amusement until absolutely compelled to close.

From the artists' point of view, things are not so optimistic. The Variety Artists' Federation are calling an Emergency Committee together to deal with the situation. Some of their members returning to this country give harrowing accounts of their experiences in Germany. One—the principal of a Russian dancing troupe—was ordered to leave Dusseldorf in twenty-four hours, and after a great deal of trouble—including several hours in a freight train "packed like sardines"—he managed to get to England, but minus all his stage "property," and his sole belongings the suit of clothes he wore. Another—also a Russian—had similar treatment, but was more fortunate, in that he was able to secure all his stage clothes but lost his personal belongings.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE WAR.

DESPERATE FIGHTING IN FRANCE.

REVOLTING VANDALISM BY THE GERMANS.

ALLIES GRADUALLY ADVANCING.

GERMANS EVERYWHERE REPULSED.

London, Sept. 21, 5.40 p.m.

A *communique* issued at Paris this afternoon states that the Left Wing advanced as far as Seight de Lassigny.

The enemy east of the Oise and north of the Aisne made violent attacks ending in bayonet charges, especially in the region of Craonne.

Everywhere the Germans have been repulsed with considerable loses.

ALLIES ADVANCING.

Round Rheims the enemy is merely cannonading with heavy artillery. We have taken near Argonne, Mesnil, Le Shurlu and Massiges.

The enemy continues to hold Thiaucourt and are cannonading Hasse Clatel.

The position in Lorraine and the Vosges is unchanged.

The enemy are entrenching in the districts of Delme and Chateau Salins."

WANTON DESTRUCTION OF A CATHEDRAL.

London, Sept. 21.

The following Official Circular has been sent by the French Government to its Diplomatic Agents all over the world:

"Without having even the excuse of military necessity, the German troops bombarded, systematically and furiously, the Cathedral at Rheims.

"The famous basilica is now no more than a mass of ruins.

"The Government of the French Republic considers it its duty to denounce and hold up to universal indignation, this revolting act of vandalism, for, in setting at nine this historic sanctuary, humanity is robbed of an incomparable part of its artistic inheritance."

[Rheims Cathedral was considered to be the most magnificent church north of the Alps. It was built by Robert de Coucy (1212-41). Nothing was more striking about the exterior than the unity and harmony of the whole, notwithstanding the many statues and other ornaments with which it was profusely embellished. The interior had much resemblance to Westminster Abbey, only it was bolder and simpler, much more so than the exterior. The Cathedral of Rheims had been the scene of the coronation of most of the French Monarchs down to Charles X.]

FRANCE PROTESTS TO THE POWERS.

London, Sept. 21.

France has protested to the Powers against the bombardment and destruction by the Germans of the Cathedral at Rheims, which was an unique jewel of architecture.

THE FIGHTING IN FRANCE.

A Severe Struggle.

London, Sept. 21, 2.20 a.m.

A French official announcement at 11 o'clock in the evening says:—

The French troops north of the Aisne below Soissons gave some ground before a violent attack delivered by superior forces, but immediately re-conquered the positions.

The French continue to progress along the right bank of the Oise.

The French troops also repulsed all the vigorous attacks of the enemy north of Rheims.

The French attackers made further progress in Argonne, but at last the rains soaked the ground, rendering the movements very difficult.

AN ATTEMPT TO TURN THE GERMAN FLANK.

London, Sept. 21, 5 a.m.

The *Daily Mail* Correspondent at Amiens reports that furious fighting is in progress east of Peronne, indicating possibly an attempt to turn the German flank."

THE NAVAL ENGAGEMENTS.

London, Sept. 21.

Reuter, with reference to the naval engagements which appeared in yesterday's issue says:—

The Carmania is a Cunard liner.

H.M.S. Pegasus is practically obsolete.

Reuter's correspondent at Buenos Aires says the Carmania sank the Cap Trafalgar, which is a new 19,000 ton liner.

The Emden is a third class cruiser of 3,544 tons, built in 1908 at Danzig. She carries a crew of 320, has a speed of 25 knots and mounts ten 4.1-in., four 2.1-in. and four Maxim guns.

REAR-ADMIRAL PATEY PROMOTED.

London, Sept. 21, 2.20 a.m.

Rear-Admiral Patey of the Australian Squadron has been promoted Vice-Admiral.

MR. JOHN REDMOND ON THE DUTY OF IRISHMEN.

London, Sept. 21.

Mr. John Redmond, reviewing the Volunteers at Wicklow, declared that the war was undertaken in defence of the highest principles of morality and right. Irishmen would be for ever disgraced if they shrank from proving on the battlefield that gallantry which had distinguished the race throughout history.

BY TELEGRAPH.

(Wah Tsz Yat Po's Service.)

CHINESE GARRISONS REINFORCED.

Peking, Sept. 21.

The garrisons of Kiangsu, Honan and Kwangtung have been reinforced owing to the difficulties that have arisen.

QUESTION OF NEUTRALITY.

The Secretary and the Vice-Secretary for War will proceed to Shantung, Fengtien and Chihli to enforce neutrality.

IMPORTANT CONFERENCE CONVENED.

President Yuan has convened a conference, to be held in October, to discuss financial and military matters. Provincial representatives will be invited.

COMPANY LAW.

Revised laws with reference to Companies have been promulgated, and a Presidential mandate admonishes superior officials to exercise care in their recommendations of persons to whom the laws are applicable.

FUNG KWOK JEUNG.

President Yuan has telegraphed to Fung Kwok Jeung, transferring him to Tsimanfu.

WAR NEWS.

DESTROYING THE INVADER.

How the Navy Meets an Enemy's Transports.

PROBLEM CONFRONTING OUR SQUADRONS.

Our first duty is calmness (wrote a Military correspondent to the "Daily News" on the 5th) and the calmness of an island people rests chiefly upon confidence in its fleet to prevent invasion from overseas. In these grave hours, therefore, it may be useful briefly to present the naval view of that question.

If our fleet has been decisively beaten at sea, there is nothing to prevent invasion when and where an enemy sees fit to make it.

If our fleet has not been decisively beaten, then an invasion might be attempted either under direct protection of the enemy's fleet, which would hold off the remnant of ours, or else in the absence of both fleets.

PROBLEM OF INVASION.

In the first case, the naval strategist and the naval historian tell us that, transports full of troops being a handicap to the enemy's fighting ships, any force of the enemy that would enable him to hold off ours would necessarily be one so superior that it could be certain of victory if it attacked us without the encumbrance of transports. It would destroy us and then send for its transports. A force less than that required to destroy our fleet completely would not suffice to cover the passage of the troopships.

In the second case—which is the favourite case of those who would have us believe in invasion—the cardinal fact is that any sort of warship is strong enough to sink a transport. The attention of most readers of naval history is so completely concentrated on the shocks of the great battle-fleets, that it forgets the innumerable small fry of naval warfare.

England has never for a moment in her history been without a force in home waters sufficient to sink transports. Every enemy therefore who has proposed to invade us, in the absence of the main fleets of both sides, has had to provide its transports with at least such warships as could beat our small fry.

DESTROYING ENEMY'S ESCORT.

Now, the destruction of the enemy's warships is and has always been our object. As part of our purely naval policy we are therefore justified in sending warships to destroy these warships which happen to be escorting transports. This obliges the enemy to protect the troopships with yet stronger warships—as a purely naval matter again—and this in turn authorises us to send more warships against these in pursuit of our naval aim.

Let us use, in a very rough way the old naval classification of ships by "rates." We have never been without fifth-rates in home waters to deal with transports, and thus have compelled our enemy to send fourth-rates to cover the latter's passage. Glad to make these fourth-rates our target, we have sent third-rates to crush them, and the enemy's third-rates go to the rescue. And so it goes on until in or near the very area where it was hoped that helpless transports could slip across, the great first-rates fight one another for the command of the sea pure and simple, and we are back again at our first case. And when that case arises even the stronger fleet enormously increases its chances of victory by leaving the troopships at home.

MEANING OF CONCENTRATION.

That is the meaning of our concentration of naval force in the North Sea. Our first rates, the battle squadrons, are there not because transports may cross, but because our small fry, the destroyer and submarine patrol flotillas, have obliged a would be invader to set cruisers to deal with them; this has justified us in placing stronger cruisers to destroy the cruisers, and compelled our possible opponent to be still stronger in warships there, and so on, force mounting up to oppose force till the grand battle fleets themselves are on the spot.

WAR NEWS.

A GERMAN RAID.

A small German raiding party from Windhook have entered British Namaqualand. On their way they came into conflict with some Boer farmers, settled in German territory, who killed a sergeant and a few others. Owing to the waterless nature of the region, the invaders are unable to move far from the Orange River, and the raid is unimportant.

It is stated, despite denials, that Austria is mobilising on the Italian frontier, and that already 70,000 men been concentrated at Innsbruck and Trent.

POLES' JUBILATION.

Paris, Aug. 10th.—The Czar's proclamation evoked unspeakable joy in the Polish colony of Paris. Monsignor Postawka, speaking at the Polish Mission, urged all young Poles to join the French fighting line against the German barbarians. He added:—"Many of the leading Poles gratefully realise that England's humanitarian co-operation with France and Russia influenced the Czar's action, and the Poles of England and American would made a supreme effort to return and fight."

THE CANADIAN CONTINGENT.

Ottawa, August 24th.—Princess Patricia, daughter of the Duke of Connaught, (Governor-General of Canada) has presented colours, worked by herself, to the light infantry regiment that has been raised and equipped by a Montreal millionaire and has been named after her. The regiment, which will be commanded by Colonel Farquharson (military secretary to the Duke of Connaught), will leave for England immediately.

FEELING IN ENGLAND.

London, August 22nd.—Germany's arrogant brutality, and the cruel ransom demanded from defenceless citizens, whose nation Germany was pledged to protect, are arousing intense indignation throughout England and leading to denunciations of the Germans for their rapacity, brutality and militarism.

Many newspapers suggest that Germany's success in Belgium is more theatrical than practical, and formed no part of their original plan. The more serious business of the campaign is still before the Germans.

The Press Bureau states that 600 members of the St. John Ambulance Brigade have enlisted in the Army Medical Corps, and have joined the Expeditionary Force. Over 1,000 members have mobilised for the naval sick berth reserve, and 2,000 for the military home hospitals reserve.

THE ATTACK ON KIAOCHAU.

Japanese Aeroplane Threw Bombs on Tsingtau.

Admiral Kato, Commander of the Second Squadron, reports as follows:—

On the morning of the 5th instant a naval aeroplane with Commander Kaneko and Lieutenants Wada and Takebo on board carried out a reconnaissance of the Bay for a long time as well as observation of the conditions in the Tsingtau harbour. At the same time the aviators dropped three bombs on the wireless station and military barracks. The wings of the machine received 15 shots from the enemy.

Commander Kaneko's aeroplane was followed shortly after its departure by another containing Lieutenants Osaki and Fujise, which carried out a useful observation of the Bay and of the principal strategical positions.

Both machines received no damage in their vital parts and returned safely.

JAPAN'S PLAN OF OPERATIONS.

One of the numerous military experts now being quoted in the Press gives his view of the plan of operations against Tsingtau to the *Asahi* as follows:—

There is no doubt that the defenders of Tsingtau, who cannot exceed 10,000, will concentrate their efforts for the defence of the first line, which, if occupied by the invaders, would give them a great advantage in their attack on the fortress. For the assailants there would be no other suitable position except where the first line of defence now lies, to place heavy siege guns for the bombardment of the fortress. Naturally, therefore, a severe battle will take place for the possession of this position. By the time the Japanese cross the Lisong river, the German infantry and artillery aided in the flank by the gun-boats and destroyers in the Bay, will give a liberal shower of lead to the Japanese troops. Of course the Japanese are prepared for more or less sacrifice for the capture of this place, which will no doubt be carried by the infantry at the point of the bayonet, aided by artillery fire. Once this position is in the hands of the Japanese attack proper will commence in grim earnest. When siege guns are placed in position an order for the general attack will be given, in which the warships are expected to participate.

JAPANESE AND BRITISH PROTEST TO CHINA.

A Peking dispatch to the *Jiji* dated September 6th states that the British and Japanese Ministers have made a joint protest to China against the exchange of wireless communication between a wireless station at Peking and that at Tsingtau.

FOUR DAYS' TERRIFIC FIGHTING.

London, September 11.

British officers from the front who have arrived at Paris state that the four days' battle was terrific. The Germans surrendered in groups of fifty and sixty, and the British captured many guns, and ammunition waggons.

Sir John French seemed satisfied as he walked along the lines smoking a cigarette.

Reuter's correspondent at Paris says the German right wing continued the retirement which began at two in the morning of the 8th. By eight o'clock it had retreated fifteen miles.

Parisians are confident that the enemy are not making progress anywhere on the 150 miles line. A load of anxiety has been lifted from the city although a census is being made in view of the siege.

The same gay confidence prevails in the forest towns between Paris and the battle-field which have ceased to fear the roar of the German guns.

The French face the enemy in a country of forests, streams and high hills eminently suited to their tactics.

WAR NEWS.

ITEMS FROM HOME.

Generally speaking, the rate to cover war risks on British ships to Australia and the East via Suez is 20 to 25 guineas per cent. So far the British Eastern lines are continuing their sailings, ready to change or divert instantly. The North German Lloyd has withdrawn all its announcements of sailings, and so have the Hamburg-American and the Austrian Lloyd. Amongst the steamers that found themselves in German ports in the ordinary course of their routes were the Glen Line steamer Glenogum, and the Mogul liner Lothian at Hamburg. The managers of the great institutions connected with the Far East, such as the P. and O. Company and the Hongkong and Shanghai Bank, are offering the greatest facilities to members of their staff called out for duty with the Territorial Army. Dr. G. E. Morrison, Political Adviser to the President of the Chinese Republic, has received a telegram from Yuan Shih-kai recalling him to China. He is leaving to-day, via Canada and Japan.—"London and China Express" of August 7.

TWO GERMAN VESSELS CAPTURED OFF DOVER.

Two German ships were captured in the Channel off Dover on Aug. 8, by a torpedo destroyer, and brought into Dover. One was the steamer Franz Horn, 1500 tons, of Lubeck, laden with phosphate, and bound from Curacoa to Stettin a port in Germany. The other was the four-masted sailing ship Perkeo, 3,765 tons, on a voyage from New York to Hamburg, with oil in tanks. This vessel was formerly the Brilliant, owned by the Anglo-American Oil Co., but was purchased by Messrs Laeisz, of Hamburg, about a month ago. She is commanded by the captain who was in charge of the German five-master Preussen, when she was wrecked east of Dover. Crowds of people on the Sea Front watched the vessels brought into the Naval Harbour, where they were anchored, with naval men in charge.

THE NAVAL YARD CASE.

Evidence by Accused Workmen.

A further hearing took place this afternoon in the charge against eleven Chinese of causing grevious bodily harm to a No. 1 employee of the Carpenter's Instructor's Department in the Royal Naval Yards.

Mr. Dixon prosecuted and Mr. Agassiz (Messrs. Harding and Agassiz) represented five of the defendants, while Mr. Preston (of Messrs. Johnston, Stokes and Master) appeared for the other six.

Mr. Agassiz called the seventh defendant, who was formerly No. 1 in the department. He said he had been employed in the Royal Naval Department for 26 years. The reason he was not No. 1 now was that his age and eyes were not quite good enough. He was 58 years old. His wages when foreman were $1.35 per day and he was now receiving the same rate of pay. On the day of the alleged assault he was working on the Hospital ship and left his work about 12.18 p.m. He went through the main gate with another Chinese. He turned towards Wanchai and on the way he met a European. Defendant denied that he stood outside the main gate and said "strike him," or that he struck complainant or that he then jumped in a rickshaw and went towards Wanchai.

Replying to Mr. Dixon, defendant said he did not trouble about being reduced, as he was to be pensioned. He did not know until he was told by the people in the Naval Yard that complainant had been previously assaulted. He did not see the assault or hear of it until the Monday following when he heard it in the Yard.

"Do you think the complainant, who was covered with a mass of blood is inventing the story of this assault?" asked Mr. Dixon.

Defendant answered he did not see the assault.

William Drew, employed in the Naval Yard as chargeman of boiler makers, said he knew the defendant who had given evidence. On Saturday week he left the Yard at 12.20 p.m. He noticed nothing unusual or any commotion or disturbance. Witness walked towards Wanchai and met the defendant who was going in the same direction. They conversed and walked a dozen or 20 paces together.

A Chinese who left the Yard at 12.15 said he saw no assault nor any of the defendants.

Mr. Wood interposed, that he did not think it would be safe to convict on the evidence of the complainant alone. That would dispose of all defendants except the first four.

The seven last defendants were then discharged.

Mr. Preston conducted the defence of the other four men.

The fourth man said he heard a whistle and saw an excited crowd outside the Yard. He went to see what was wrong and he was arrested by a European constable.

A witness said he saw a crowd but no fight.

After further evidence, his Worship decided to convict the first and second defendants of common assault and sentenced them each to six weeks' hard labour. The third and fourth defendants were discharged.

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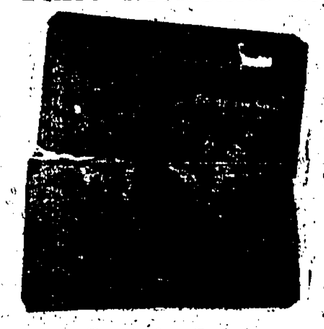
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SHANGHAI	ORIENTAL, Capt. A. L. VALLETTE,	About 26th Sept.	Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL	SALSETTE, Capt. A. F. VINE, R.N.R.	Noon 26th Sept.	*See Special Advertisement*
LONDON & ANTWERP, VIA STORE, PARO, COMBO, PORT SAID & MARSEILLES	NAMUR, Capt. A. COLLYER,	About 14th Oct.	Freight and Passage.

Subject to immediate alteration without Notice.
All the above steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

E. A. HEWETT, *Superintendent.*

Superintendent's Office.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR VANCOUVER

From Hongkong.

EMPRESS OF INDIA

Steamships leave HONGKONG at 12.00 Noon.

The "EMPRESS OF RUSSIA and "EMPRESS OF ASIA," are new quadruple screw 21 knot turbine steamers of 16850 tons gross—30,625 tons displacement—the finest, fastest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express (Train and at Quebec with the Company's Atlantic Mail Steamers.

The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSAGE RATES, HONGKONG TO LONDON.

EMPRESS OF RUSSIA, EMPRESS OF ASIA } Optional Atlantic Port £71.10.
EMPRESS OF INDIA, EMPRESS OF JAPAN } do do £65.

MONTEAGLE—Intermediate service—First class railway, second cabin
Atlantic, via Canadian Atlantic Port.....£43.
" Boston or New York.....£45.
Meals and sleeping car across Canada **not included** in any of above rates. If required such will cost £8 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest en route.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELRA, DELAGOA BAY, LURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:		FROM COLOMBO:
28th September.	Connecting with "CATHIAWAR."	17th October.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, LURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS

From Hongkong S.S. "SALAMIS," on 25th of October.

FIRST CLASS ACCOMMODATION FOR PASSENGERS
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.
MANAGING AGENTS.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE.
Proposed Sailings from Hongkong

Steamer from Hongkong.	On or about	Connecting at Calcutta with	on or about
YOO SHING	Sept. 25th	"UMKUZI"	Oct. 10th

For Freight and further particulars apply to DODWELL & CO., LTD., *Agents.*

HONGKONG—NEW YORK,

REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast).

FOR NEW YORK.

S.S. GHAZEE..... on or about 28th September.

For Freight & further particulars, apply to
DODWELL & CO., LTD. *Agents.*

THE NANYO YUSEN KUMI

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore Batavia, Samarang and Sourabaya.

S.S.	Sailing

For Freight or Passage apply to
DODWELL & CO., LD., *Agents.*

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honblulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. KOREA	Sailing	TUESDAY,	6th Oct., 1 p.m.
S.S. SIBERIA	,,	TUESDAY,	13th Oct., Noon.
S.S. CHINA	,,	TUESDAY,	27th Oct., 1 p.m.
S.S. MANCHURIA	,,	TUESDAY,	3rd Nov., 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, *Agent,*
King's Building (opposite Blake Pier), *Telephone No. 141*

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed.		
†SHINYO MARU	22,000-21 knots	From Nagasaki	6 Oct.
†CHIYO MARU	22,000-21 knots	From Hongkong	20 Oct.
†TENYO MARU	22,000-21 knots	From Hongkong	10 Nov.

Steamers via Shanghai † will be despatched at NOON.
" " Manila * " " " at 10.30 A.M.

FIRST CLASS to London	£71-10.	Return (6 months)	£120.
FIRST CLASS to New York	£80.	"	£96-10.
" " " San Francisco	£45.	"	£88.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI $120. KOBE $135. YOKOHAMA $150.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.
Thence by Trans Andean Route to Bueno Aires.

Steamer.	Displacement Tons & Speed.	Sailing.
SZIYO MARU	14,000-14 knots	Tuesday, 6th October.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, *Agent.*
Telephone 291. KING'S BUILDING (Opposite Blake Pier).

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FOR	STEAMERS	CAPTAIN	TO SAIL
MARSEILLES, via PORTS OF CALL	POLYNESIEN,	Lassince,	Sept. 29th at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA			

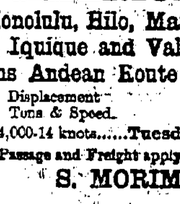
ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

For further particulars apply to

P. THOMAS, *Agent,*

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.



MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN	—	October 9th at 10 a.m.
ALDENHAM	October 3rd	October 30th at 10 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & CO.
Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	LUCHOW	Sept. 22, at 4 p.m.
MANILA, CEBU & ILOILO	TEAN	Sept. 22, at 4 p.m.
PAKHOI & HAIPHONG	SUNGKIANG	Sept. 23, at 10 a.m.
WEIHAIWEI & TIENTSIN	HUICHOW	Sept. 28, at 4 p.m.
MANILA, CEBU & ILOILO	CHINHUA	Sept. 29, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.
S.S. 'LINTAN' and S.S. 'SANUI.'

☞ MANILA LINE. Twin Screw Steamers 'Chinhua,' 'Taming,' & 'Tean' Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean.'

☞ SHANGHAI LINE. The Twin Screw Steamers 'Anhui,' 'Chenan, 'Shaohsing' and the S.S. 'Liangchow,' 'Luchow,' and 'Yinzchow,' having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Telephone No. 38 *AGENTS.*

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For	STEAMERS		To Sail.
*SINGAPORE, PENANG & CALCUTTA	CHOYSANG...	FRIDAY,	Sept. 25, at 3 p.m.
*SINGAPORE, PENANG & CALCUTTA	FOOSHING	SATURDAY,	Sept. 26, at 3 p.m.
* MANILA	LOONGSANG...	SATURDAY,	Sept. 26, at 3 p.m.
† SHANGHAI	TAKSANG	WEDNESDAY,	Sept. 30, at Noon.
† SANDAKAN	CHUNSANG	SATURDAY,	Oct. 3, at Noon.
SINGAPORE & SOURABAYA	FAUSANG	SATURDAY,	Oct. 3, at 3 p.m.
* MANILA	YUENSANG	SATURDAY,	Oct. 3, at 3 p.m.
*SINGAPORE, PENANG & CALCUTTA	KUTSANG ...	WEDNESDAY,	Oct. 3, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers *Kutsang, Namsang & Laisang* leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the *Fooksang, Kumsang, Locat,* and *Suisang* leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei & Tsingtau.

† Taking Cargo on through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
TELEPHONE No. 215. *Agents.*

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE.—HOMEWARD.

For	Steamers.	Date of Departure.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE,
TACOMA & PORTLAND 'CARDIGANSHIRE'

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.
AGENTS.

SHIPPING

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, COLOMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

Through Bills of Lading issued for BATAVIA, VIA PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *SALSETTE*, Capt. A. F. VINE, R.N.R. carrying His Majesty's Mails will be despatched from this port for BOMBAY, on SATURDAY, the 26th Sept., at NOON, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *Malaja* from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the s.s. *Caledonia* due in London on 8th Nov., 1914.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT.
Superintendent.

Hongkong, Sept. 14, 1914.

NOTICES TO CONSIGNEE

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co's Steamship *Kumsang*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 p.m. the 17th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bill of Lading will be countersigned by:—

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, Sept. 16, 1914. 100

THE 'CHINA MAIL'

Can be obtained at the following places in Hongkong —

The Hongkong Hotel.
The Hongkong Ferry Wharf.
The Kowloon Ferry Wharf.
The Kiosk, Blake Pier.
The Upper Peak Tram Station.
The Lower Peak Tram Station.
Leang Ming (Astor House Hotel.
Lau Pang Kee (Astor House Hotel).
Ah Choo (Queen's Road).
Wo Cheong (D'Aguilar Street).
Rustomjee & Son (Kowloon).
Hong Cheong (Kowloon.)
etc. etc. etc.

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

華字日報

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM VARIOUS PORTS IN CHINA AND JAPAN.

$2.50 per Annum *delivered in Hongkong*
$12.50 *to all Coast Ports.*

5, WELLINGTON STREET, HONGKONG.

THE
CHINA MAIL
Typhoon Guide

PRICE 20 cents.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

TO

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "Oriental" leaves Yokohama	Steamers to Colombo	Leave Shanghai	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due at Marseilles	Due at Plymouth (London 1 day later)
p.m. Thurs.		p.m. Tues.	noon Satur.		Saturday	Friday
Sept. 3	SARDINIA	Sept. 8	Sept. 12	MOREA.....	Oct. 10	Oct. 16
					Friday	Thursday
Sept. 17	SALSETTE	Sept. 22	Sept. 26	MALOJA	Oct. 23	Oct. 29
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOOLTAN ...	Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA....	Nov. 20	Nov. 26
Oct. 29	ARCADIA....	Nov. 3	Nov. 7	KHYBER.....	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the **Accelerated Arrival** of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:—

				LONDON.			
1st SALOON	"A"	Accommodation	SINGLE	£65.	RETURN		£97.
	"B"	"	"	£59.	"		£89.
2nd SALOON	"A"	"	"	£44.	"		£66
	"B"	"	"	£40.	"		£60.
				MARSEILLES.			
1st SALOON	"A"	Accommodation	SINGLE	£61.	RETURN		£91.
	"B"	"	"	£55.	"		£83.
2nd SALOON	"A"	"	"	£42.	"		£63.
	"B"	"	"	£38.	"		£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers.	Leave Yokama	Leave Shanghai	Leave Hongkong	Leave Singapore	Due at Marseilles	Due at London
	about	about	about	about	about	about
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 29
NELLORE ...	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 8
SICILIA.....	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
NAGOYA	Dec 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON £50 SINGLE: £75 RETURN.
2nd " £35 " £53 "

FARES TO MARSEILLES:

1st Saloon £48 Single.
2nd Saloon £33 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A **SURTAX OF 10 %**.

For further particulars apply to

E. A. HEWETT,
Superintendent.

NIPPON YUSEN KAISHA.



THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destination.	Steamers. Displacement	Sailing Dates
MARSEILLES, LONDON AND ANTWERP, V'a SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID...	KASHIMA MARU, Capt. M. Yagi, Tons 20,000	WEDNESDAY, 23rd Sept., at 10 a.m.
	MISHIMA MARU, Capt. Wada. Tons 16,000	WEDNESDAY, 7th October at 10 a.m.
VICTORIA, B.C., & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.....	SHIDZUOKA MARU. Capt. Doguchi, Tons 12,500	TUESDAY, 6th Oct. at 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	TANGO MARU. Capt. Sekine. Tons 13,500	TUESDAY 29th Sept. at Daylight.
	NIKKO MARU. Capt. R. Takeda, Tons 9,600	WEDNESDAY, 21st Oct. at Noon.
BOMBAY via SINGAPORE, AND COLOMBO.....	RANGOON MARU, Capt. Nomura, Tons 12,500	WEDNESDAY, 23rd Sept.
CALCUTTA via SINGAPORE, PENANG & RANGOON..	KAWACHI MARU. Capt. Nakamura. Tons 12,500	THURSDAY, 24th Sept.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU, Capt. R. Takeda, Tons 9,600	SATURDAY. 26th Sept. at Noon.
KOBE & YOKOHAMA		
KOBE	JINSEN MARU, Capt. Terada, Tons 5,000	MONDAY, 1st October.

The Katori Maru, Kaino Maru and the Kashima Maru are fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1914.

	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class	$135	$122	$108	$95.
2nd class	$ 81	$ 75	$ 65	$57.

With option of Rail between Steamer's call at Ports in Japan

For further information apply to

FUSUMOTO *Manager.*

Telephone No. 292.

SHIPPING

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).



THE AMERICAN LINE TO TACOMA AND SEATTLE

in connection with

THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA.

S.S. 'CHICAGO MARU' †... Capt. K. Hori.....Thursday, 1st Oct. at 4 p.m.
S.S. 'CANADA MARU' †... Capt. H. Yamamoto...Wednesday, 14th Oct. at 4 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

S.S. 'SHINCHIKU MARU'...Capt. I. Doi.....Wednesday, 30th Sept. at Noon.

FOR FOOCHOW VIA SWATOW AND AMOY.

S.S. 'KAIJO MARU'.....Capt. Y. Yamamoto.....

FOR TAMSUI VIA SWATOW AND AMOY.

S.S. 'DAIGI MARU'.....Capt. S. Tokushige.....Sunday 27th Sept., at Noon.
S.S. 'DAIJIN MARU'.....Capt. K. Murakami.....

FOR ANPING AND TAKOW VIA SWATOW AND AMOY.

S.S. 'SOSHU MARU'.....Capt. K. Hattori.....

These Steamers of Coast and Formosa Line have excellent accommodation for first Class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:—

Y. ASAI, *Manager,*
Second Floor No. 1, Queen's Building.

Reduced First Class Fares.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. "MINNESOTA,"

CAPACITY 28,000 Tons. 20,718 Tons Gross Register. LENGTH 630 Feet. BEAM 73½ Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong 14th November, 1914.

FOR SEATTLE VIA NAGASAKI, INLAND SEA, KOBE AND YOKOHAMA.

Hongkong, Manila and Shanghai to Seattle or San Francisco	£ 36.
Round Trip Tickets (Good for Six Months)	£ 54.
Nagasaki to Seattle or San Francisco	£ 33.
Round Trip Tickets (Good for Six Months)	£ 49.10
Kobe and Yokohama to Seattle or San Francisco	£ 31.
Round Trip Tickets (Good for Six Months)	£ 46.10
Manila, Hongkong, Shanghai or Japan Ports of Call to London	£ 65.
Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (Six Months)	£109.
Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (24 Months)	£114.
Reduced rates to all Points in the United States, Canada, and Europe.	

LUXURIOUS PASSENGER ACCOMODATION—Suites and State-rooms (all Outside rooms), Music room, Library, Smoking room, Nursery, Laundry Telephones, etc.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missionaries, and their families.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA' *Agents.*
Prince's Building.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO MANILA, ZAMBOANGA & AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamers.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"TAIYUAN".....	September 18th	September 22nd.
"CHANGSHA".....	October 18th	October 24th.

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For freight or passage apply to

BUTTERFIELD & SWIRE, *Agents.*

Telephone No. 36.
Hongkong, September 12, 1914. 1001

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Head Office for the Far East 16, DES VOEUX ROAD CENTRAL, HONGKONG.
SHANGHAI, 2-3, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.
MANILA—MANILA HOTEL. P. O. BOX 726.

TICKETS supplied to EUROPE by the principal STEAMSHIP LINES and TRANS-IBERIAN RAILWAY

TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

WEEKLY NEWS FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave, so that you may receive it while at Home.

Price $14 per annum, including postage.

CAN BE MAILED FROM THIS OFFICE.

THE CHINA MAIL, Ld., Wyndham Street.

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$15,000,000
RESERVE FUNDS—	
Sterling £1,500,000@2/-	$18,000,000
Silver	18,000,000
	$33,000,000
RESERVE LIABILITY OF PROPRIETORS	$15,000,000

COURT OF DIRECTORS.

Hon. Mr D. Landale—Chairman.
W. L. Pattenden, Esq.—Deputy Chairman.

S. H. Dodwell, Esq.	P. H. Holyoak, Esq.
G. T. M. Edkins, Esq.	J. A. Plummer, Esq.
C. S. Gubbay, Esq.	Hon. Mr E. Shellim.

CHIEF MANAGER.
Hongkong—N. J. STABB.

ACTING MANAGER:
Shanghai—J. D. SMART.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 1wo per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 2½ per cent per annum.
" 6 " 3½ " "
" 12 " 4 " "

G. STEPHEN,
Acting Chief Manager.
Hongkong, Aug. 22, 1914.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.
A. G. STEPHEN,
Acting Chief Manager.
Hongkong, May 14, 1914. 1517

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853,

HEAD OFFICE, LONDON.

PAID-UP CAPITAL	£1,200,000
RESERVE FUND	£1,800,000
RESERVE LIABILITY OF PROPRIETORS	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, July 10, 1914.

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880

AUTHORISED CAPITAL	Yen 48,000,000.00
PAID-UP CAPITAL	" 30,000,000.00
RESERVE FUND	" 18,900,000.00

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES AT

ANTUNG-HSIEN	LYONS
BOMBAY	NAGASAKI
CALCUTTA	NEWCHWANG
CHANGCHUN	NEW YORK
DAIREN (DALNY)	OSAKA
FENGTIEN (MUKDEN)	PEKIN
HANKOW	RYOJUN (PORT ARTHUR
HONOLULU	SAN FRANCISCO
HARBIN	SHANGHAI
KOBE	TIENTSIN
KIAO-CHAU	TOKYO
LONDON	TSINANFU
LOS ANGELES	TSUCHIAU

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

EIICHI ONO.
Manager.
Hongkong, April 2, 1914.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	£1,600,000
Subscribed	1,125,000
Paid-up	562,500
Reserve Fund	465,000

BANKERS

BANK OF ENGLAND,
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

C. R. LINTON,
Manager.
Hongkong, July 9, 1914.

BANKS

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ

(NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824.

AUTHORISED CAPITAL	f. 60,000,000.— (£ 5,000,000)
PAID-UP CAPITAL	f. 50,000,000.— (£ 4,166,000)
RESERVE FUND	f. 9,813,613.— (£ 734,648)

HEAD OFFICE—AMSTERDAM.
Branches at
The Hague Rotterdam
HEAD AGENCY—BATAVIA.
Branches at

BANJERMASIN,	RANGOON,
BANDOENG,	SAMARANG,
CHERIBON	SHANGHAI,
DJEMBER,	SINGAPORE,
DJOKJAKARTA,	SOERABAIA,
KOTA RADJA,	SOERAKARTA (Solo),
MAKASSAR,	TAMBONG-BALEI,
MELAN,	TEGAL,
PADANG,	TELOK BETONG,
PALEMBANG,	TJILATJAP,
PEKALONGAN,	TJIREBON,
PENANG,	WELTEVREDEN.
PONTIANAK,	

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per Annum on balances.
Fixed Deposits 12 months 4 % per Annum.
Do. 6 months 3½ % Do.
Do. 3 months 3 % Do.

B. G. J. WIJNBERG
Acting Agent.
Hongkong, July 1, 1914.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE; 36, Bishopsgate, E.C.

BRANCHES:

Bombay.	Kobe.
Calcutta.	Manila.
Canton.	Mexico.
Cebu	Panama.
Colon.	Peking.
Empire.	San Francisco
Hongkong.	Shanghai.
Hankow.	Yokohama.

CAPITAL AND RESERVE G $7,200,000
Equal to £1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 %, per annum or for shorter periods, as rates which may be ascertained on application.

BILLS NEGOTIATED & COLLECTED.

MAILS and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

N. S. MARSHALL,
Manager.
No. 9, Queen's Road Central.
Hongkong, October 27, 1913.

AGENTS.

LONDON:—F. ALGAR, 11 & 2 *Clement's Lane, Lombard Street* E.C. T. H. BROWN & Co., Ltd., 163 *Queen's Road, Victoria St.* CHARLES, SON & PLATT, *85 Gracechurch St.*, E.C. G. STREET & Co., Ltd., *30 Cornhill.* GORDON & GOTCH, *15 St. Bride St.*, E.C. ROBERT WATSON, *150 Fleet Street.* C. MITCHELL & Co., *Snow Hill, Holborn Viaduct*, E.C. D. J. KETNER & Co, *3 Whitefriars St.*, E.C. MATHER & CROWTHER, Ltd., 10, 11, 12 *New Bridge St.*, E.C.

SCOTLAND:—FRED. L. SIMONT, *8 North St. David Street, Edinburgh.*

PARIS AND EUROPE, MAYENCE FRERE & Co., *18 Rue de la Grange, Batelle Paris.*

NEW YORK:—T. B. BROWNE, LTD., *Æolian Hall, West 42nd Street*, New York City.
THE CHINESE EVANGELIST OFFICE, *51 West 22nd Street.*

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney.*

CEYLON:—W. M. SMITH & Co., The APOTHECARIES Co., *Colombo.*

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore.*

PHILIPPINE ISLANDS:—A. S. WATSON & Co., *Manila.*

CHINA:—*Canton*, FAZELL & Co., *Foochow* BROCKET & Co., *Shanghai*, KELLY & WALSH, LTD. *Yokohama*, KELLY & WALSH, LTD.

THE CHINA MAIL, LTD.,
5, Wyndham Street, Hongkong.

THE
CHINA MAIL

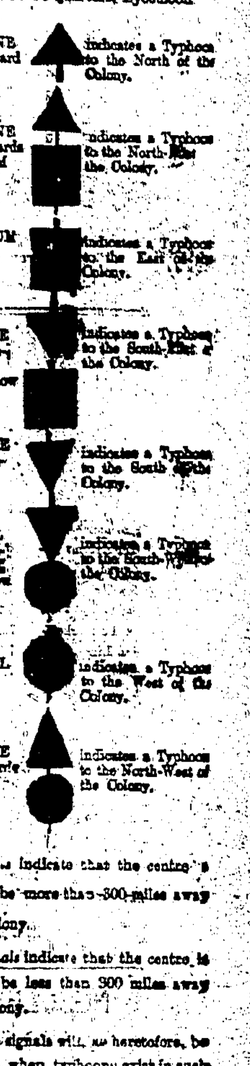
Washing Books.

Price ——— 30 cents.

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the Masthead [illegible] Signal Hill, Kowloon, the Harbour Office, the Kowloon Godowns, H. M. S. Tamar, Green Island, Standard Oil Premises Lai-chi-kok and F. O. Quarters, Lyeemoon.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

DAY SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of native Craft and passing Ocean Vessels, Cones will be exhibited at each of the following stations during the time that the above Day Signals are hoisted by the Harbour.

Cap Rock,	Aberdeen,
Waglan,	Sau Ki Wan,
Stanley,	Sai Kung,
Cape Collinson,	Sha Tau Kok.

TAI

This will indicate that there is a depression somewhere in China Sea [illegible] that a Storm Wave is [illegible] Harbour.

Further details of WAVE to be given to Ocean Vessels on [illegible] and by signal from the lighthouse [illegible]

HONGKONG & WHAMPOA DOCK Co., Ld.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

Codes Used: A1, A B C, Fifth Edition, Engineering First and Second Editions, Western Union, and Watkin's

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians.

ACETLYENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light Steel work manufactured by the above process. Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS.

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SILL AT ORDINARY SPRING TIDES	RISE OF TIDE SPRINGS	RISE OF TIDE NEAPS
KOWLOON					
No 1 Dock, Kowloon	700'	96' top 70 bottom	30'	7' 6"	
No. 2 Dock, Kowloon	571	74'	14' 6"	7' 6"	
No. 3 Dock, Kowloon	354'	49' 3"	14'	7' 6"	
Patent Slip, No. 1, Kowloon	240'	60'	14'	7' 6"	
Patent Slip, No. 2, Kowloon	125'	50'	12'	7' 6"	
TAI-KOK-TSUI					
Cosmopolitan Dock...	440'	61'	20'	7' 6	
ABERDEEN					
Hope Dock...	430	54'	22'	7' 6"	
Lamont Dock	333	54'	16'	7' 6"	

HEAD OFFICE: KOWLOON. Telephone No. 13.

TOWN OFFICE: QUEEN'S BUILDINGS. Telephone No. 20 Hongkong.

Please Address Enquiries to the Chief Manager,

1407 R. M. DYER, B.Sc., M.I.N.E., Kowloon Dock, Hongkong

KOWLOON-CANTON RAILWAY.

TIME TABLE.

OUT

Kowloon	6.50	7.42	9.40	11.25	2.00	3.00	5.15	8.00
Sung Hom	6.54	—	9.44	11.29	2.04	—	—	—
Fan Ma Ti	6.59	—	9.50	11.36	2.09	—	5.22	8.07
Sha Tin	7.10	—	10.02	11.48	2.19	—	5.33	—
Tai Po	7.23	—	10.19	12.02	2.33	—	5.46	8.31
Tai Po Market	7.27	—	10.24	12.08	2.37	—	5.50	—
Fan Ling	7.36	—	10.34	12.19	2.46	—	5.58	—
Sheung Shui	7.39	—	10.37	12.22	2.50	—	6.01	—
Shum Chun	7.44	8.27	11.00	12.27	2.54	3.45	6.06	8.50
Canton	—	11.30	5.00	—	—	6.45	—	—

IN

Canton	—	7.00	—	8.30	—	3.05	—
Shum Chun	8.05	10.02	11.35	2.55	4.30	6.13	6.20
Sheung Shui	8.12	—	11.41	3.01	4.36	—	6.27
Fan Ling	8.16	—	11.44	3.05	4.40	—	6.30
Tai Po Market	8.26	—	11.55	3.16	4.51	—	—
Tai Po	8.32	—	12.01	3.26	4.57	—	6.41
Sha Tin	8.44	—	12.14	3.38	5.10	—	—
Fan Ma Ti	8.56	—	12.27	3.49	5.23	—	—
Hung Hom	9.02	—	12.31	3.53	5.27	—	—
Kowloon	9.05	10.43	12.34	3.56	5.30	8.54	7.06

Sha Tau Kok Branch.

OUT

Fan Ling	Dep. 6.05	8.20	12.30	3.20
Sha Tau Kok	Arr. 7.00	9.15	1.25	4.14

Sha Tau Kok Branch.

IN

Sha Tau Kok	Dep. 7.16	9.25	1.45	5.15
Fan Ling	Arr. 8.10	10.25	2.45	6.15



HAVE YOU USED

KAMINIA OIL?

(Registered.)

The World's Favourite Hair Oil.

For beautifying and increasing the growth of the hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other hair oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

Can be had from all Universal Providers and other principal dealers in the Colony or from the sole agent Choa Chuck Wan, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors:—

KAMINIA PERFUMERY COMPANY, Bombay, India.

To-day's Advertisements.

HONGKONG TURKISH BATH & TOILET CO., LD.

OPENING DAY OCTOBER 1st.

HOT, COLD, MEDICATED, TURKISH AND ELECTRIC BATHS OF EVERY DESCRIPTION FOR LADIES AND GENTLEMEN.

EXPERT MASSEURS, EXPERIENCED BARBERS AND HAIRDRESSERS.

THE PUBLIC IS REQUESTED TO CALL AND INSPECT THESE BATHS.

QUEEN'S ROAD CENTRAL, HONGKONG.

WANTED.

WANTED immediately an experienced Compradore for an Export and Import Office. Excellent prospects for a suitable man. Apply by letter, stating qualifications and securities, to

X. Y. Z.

c/o 'CHINA MAIL' Office.

Hongkong, Sept. 22, 1914. 1021

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

on

TUESDAY,

the 29th September, 1914, at 11 a.m., at No. 6 Gordon Terrace, Hanoi Road, Kowloon,

THE SUNDRY

HOUSEHOLD FURNITURE,

&c., &c., &c.

therein contained.

(Full Particulars from Catalogue.)

On view from 2 p.m. on the 28th.

Terms:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, Sept. 22, 1914. 1019

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

on

TUESDAY,

the 29th September, 1914, commencing at 2.30 p.m. at their SALES ROOMS, No. 8, Des Vœux Road, Corner of Ice House Street,—

A QUANTITY OF

VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE,

&c., &c., &c.

Comprising as follows:—

TEAKWOOD—Dining and Drawing Room Furniture, Upholstered Arm-chairs and Sofas, Carpets and Rugs, Brass and Brass-mounted Bedsteads, Bureaus, Wardrobes, Washstands, &c., Sideboards, Dinner Waggons; One Extension Dining Table and Chairs, Ice Chests etc., etc., Dinner and Dessert Services, Crockery, Sundry Glass Ware, Cooking Stoves, Kitchen Utensils, Cutlery, &c., Brass Fenders and Fire Brasses,

Also

Wall Brackets, Inlaid Blackwood Trays, Blackwood Folding Chairs, Cabinets, Overmantels, Side Table, Desks, a variety of Stands, etc. etc., and 2 Pianos in good condition,

(Full Particulars from Catalogue.)

TERMS:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, Sept. 22, 1914. 1018

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. *ATHOLL.*

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th prox., or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns where they will be examined on the 30th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED, *Agents.*

Hongkong, Sept. 22, 1914. 1022

IN THE MATTER OF THE COMPANIES ORDINANCE OF 1911 AND 1913

AND

IN THE MATTER OF THE YUE HING LOONG CO., LTD.

(IN LIQUIDATION)

NOTICE IS HEREBY GIVEN that all persons having claims against the above named Company are requested to send in particulars thereof to the Undersigned at the Registered Office of the said Company No. 10 Des Vœux Road Central 2nd floor on or before the 30th day of September instant after which date no claim will be recognised.

Dated this 21st day of September, 1914.

U HOI CHAU, *Liquidator.*

1025

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship, ATSUTA MARU, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-DAY.

Goods not cleared by the 28th September, will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, *Agents.*

Hongkong, Sept. 22, 1914. 1020

EXCHANGE.

Hongkong, September 22, 1914.

On London—	
Bank Wire	1/- 9⅜
,, On demand, ...	1/- 9⅜
,, 30 days' sight...	1/- 9⅜
,, 4 months' sight	1/- 9⅜
Credits, 4 months' sight, ...	1/- 10⅛
Documentary, 4 months' sight	1/- 10⅛
On Paris—	
On demand, ...	nom.
Credits, 4 months' sight, ...	—
On Berlin—	
On demand, ...	—
On New York—	
On demand, ...	43¼
Credits, 60 days' sight.	—
On Bombay—	
Wire, ...	—
On demand, ...	134
On Calcutta—	
Wire, ...	—
On demand...	134
On Singapore—	
On demand, ...	76½
On Manila—	
On demand, ...	87½
On Shanghai—	
On demand, ...	76
30 days' sight (private paper)...	—
On Yokohama—	
On demand, ...	87½
Gold Leaf, 100 fine (per tael)	$87.
Sovereigns (Banks' Buying rate)	$11.10 nom.
Silver (per oz.)	23⅜
Bar Silver in Hongkong...	...7½ ℞ prem.
Chinese Copper Cash	par.
Chinese Copper Cents	84½ dis.
Rate of Native Interest	8 % p.a.
Chinese Sub. Coin	...15 % dis.
Hongkong Sub. Coin	...11 % dis.

HONGKONG REGISTER.

	Previous day at 2 p.m.	On date at 8 a.m.	On date at 2 p.m.
Barometer ...	29.87	29.97	30 00
Temperature	75	74	76
Humidity	97	93	96
Direction of Wind	W	NW	W
Force	4	3	1
Weather	cr	cr	cb
Rain	—	5.83	—

Highest open-air temperature on the 21st ... 84

Lowest open air temperature on the 21st ... 74

T. F. CHAXTON, *Director.*

Hongkong Observatory, Sept. 22, 1914.

WEATHER REPORT

On the 21st at 3.40 p.m.—Black North Cone and Drum below hoisted.

On the 22nd at 6.00 a.m.—Signal lowered.

At 11.20.—The anticyclone over Japan has broken up.

Pressure has increased moderately over N. China, which is now covered by an anticyclone. It will cause a temporary N.E. monsoon along the east coast of China.

A depression formed yesterday afternoon to the east-north east of Hongkong, moved rapidly to westward and filled up in the night.

A depression has formed to the east of the Philippines. It may become a typhoon.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 5.83 inches.

Forecast for the 24 hours ending at noon to-morrow:—

1.—Hongkong and Neighbourhood: E. winds, moderate to fresh; rain at first, afterwards fair.

2.—Formosa Chan el: N.E. gale.

3.—South coast of China between Hongkong and Lamocks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

SHIPPING

ARRIVALS.

September 21.

Bourbon, French str., 997, Le Vaillant, Saigon Sept. 17, Rice.—CHINESE.

Ryusho Maru, Japanese str., 1,734, Y. Kaneda, Newchwang, via Dairen, Chefoo and Weihaiwei Sept. 15, General.—M. B. K.

Agamemnon, British steamer, 4,478, Hazeland, Liverpool and Singapore Sept. 16, General.—BUTTERFIELD & SWIRE.

September 22.

Monteagle, British steamer, 3,953, F. L. Davison, Vancouver, B.C., August 19, and Shanghai Sept. 19, Lumber, Milk and General.—C. P. R. Co.

Loongsang, British str., 1,093, W. G. G. Leask, Manila Sept. 19, General.—JARDINE, MATHESON & Co., Ld.

Nubia, British str., 6,000, F. J. Fox, Yokohama Sept. 22, General.—P. & O. S. N. Co.

Duneric, British str., 1,312, C. D. Logie, Bangkok Sept. 13, Rice.—BANK LINE, LTD.

Ulv, Norwegian str., 885, J. Pedersen, Bangkok Sept. 13, Rice.—CHINESE.

Rangoon Maru, Japanese str., 3,188, Nomura, Kobe and Moji Sept. 16, General.—N. Y. K.

DEPARTURES.

September 21.

Kwang Tak, for Canton.

September 22.

Waishing, for Canton.

Kansu, for Canton.

Haitan, for Swatow and Foochow.

Tean, for Manila and Iloilo.

Ryusho Maru, for Canton.

Soshu Maru, for Swatow and Anping.

Awa Maru, for Keelung and Seattle.

PASSENGERS.

ARRIVED.

Per *Monteagle*, from Vancouver, Mr E. Grieve, Miss E. P. Hepburn.

Per *Nubia*, for Hongkong: from Yokohama, Mr and Mrs O. S. Johnson; from Kobe, Mr Freshwater. From Yokohama: for London, Mrs A. M. Corbet, Mr C. Mackenzie, Mr K. L. Mackenzie, Mr H. J. de Wolf.

SHIPPING REPORTS.

The British steamer *Loongsang* from Manila reports: Fine, clear, smooth sea.

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

SEPTEMBER 22, 1914.—a m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather
Vl'ostock ..	7 a.	—	—	—	—	—	—
Nemuro ...	6 a.	30.02	—	—	WNW	2	—
Hakodate ..	,,	30.05	—	—	—	0	—
Tokio	,,	29.95	—	—	W	1	—
Kochi	,,	30.03	—	—	SW	1	—
Nagasaki ...	,,	30.09	—	—	N	1	—
Kagoshima.	,,	30.08	—	—	—	0	—
Oshima	,,	30.04	—	—	SSW	1	—
Naha.....	,,	30.03	—	—	NE	1	—
Ishi'jima ...	,,	30.01	—	—	NE	1	—
Bonin Island	,,	30.02	—	—	—	0	—
Chefoo	,,	—	—	—	—	—	—
Weihaiwei..	,,	30.19	65	58	N	3	bc
Hankow	,,	—	—	—	—	—	—
Ichang	,,	—	—	—	—	—	—
Kiukiang ...	,,	—	—	—	—	—	—
Changsha ...	,,	—	—	—	—	—	—
Shanghai ...	,,	30.17	64	—	N	3	cr
Gutzlaff.....	,,	30.18	68	—	NE	4	crm
Sharp Pk...	7 a.	29.94	79	—	N	1	c
Amoy	6 a.	29.99	79	82	WSW	1	b
Swatow	,,	29.98	73	95	NE	1	b
Taihoku	5 a.	30.00	—	—	E	4	—
Taichu	,,	29.99	—	—	—	0	—
Tainan	,,	29.98	—	—	S	2	—
Koshun.....	,,	29.88	—	—	NE	4	—
Pascadores..	,,	29.97	—	—	N	6	—
Canton	6 a.	29.98	73	95	SE	1	cr
Hongkong ..	,,	29.97	74	93	NW	3	cr
Gap Rock..	,,	29.95	—	—	SSW	1	o
Macao	,,	29.94	72	—	ENE	1	o
Wuchow	9 a.	—	—	—	—	—	—
Pakhoi	,,	—	—	—	—	—	—
Hoihow	,,	—	—	—	—	—	—
Phulien ...	6 a.	29.98	75	—	NNW	3	lt
Tourane	,,	29.91	75	—	WSW	2	c
C. St. James	,,	29.94	73	—	W	2	c
Aparri	,,	29.90	78	—	SW	1	p
Manila	,,	29.88	74	—	—	0	b
Legaspi	,,	29.82	74	—	—	0	b
Iloilo	9 a.	29.95	80	—	SW	1	b
Bacolod	,,	—	—	—	S	1	od
Cebu	,,	29.89	85	—	W	1	c
Labuan.....	,,	—	—	—	—	—	—

T. F. CHAXTON, *Director.*

Hongkong Observatory, Sept. 22, 1914.

1. BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the Humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, 0 blue sky 1 detached clouds 2 scattering rain, 3 fog 4 gloomy, 5 hail, 6 lightning 7 overcast, 8 passing showers, 9 squally, 10 rain, mist or thunder, 11 drizzling or dew 12 [illegible]
7. RAIN in inches, purple and [illegible]

UNSIGHTLY ECZEMA SUFFERED SEVERELY

Painful With Intense Itching. Kept Awake At Night. Used Cuticura Soap and Ointment. Face Entirely Healed. Skin Clear.

9, Hedworth St., Hendon, Sunderland, Eng.—"I suffered severely for three months with a very bad form of eczema which was as unsightly as it was painful. It was brought on by my face being very severely scraped by a fall against a rusty ship's boiler. A few days afterward my face assumed a blotched purple appearance, the chin was a mass of soft scaly scabs, and watery yellow spots appeared on the chin and were constantly discharging a yellow matter. At certain times it would dry up followed by the most intense itching. After a time it would break out again worse than ever, the discharge from the chin being like scalding hot water.

"I tried practically all the so-called certain cures but they were no good. Then I was persuaded one day by a friend to try Cuticura Soap and Ointment. They proved their value at the second application by completely stopping the agonizing itching which kept me awake at night. The result was after three weeks' daily use of Cuticura Soap and Ointment my face is entirely cured and my skin clearer and healthier than before. I have since recommended the Cuticura Soap and Ointment to a fellow sufferer, and the result is the same rapid, thorough, permanent cure." (Signed) T. Johnson, Jan. 27, 1914.

Samples Free by Post

Although Cuticura Soap and Ointment are sold throughout the world, a sample of each with 32-p. Skin Book will be sent free upon request. Address post-card: F. Newbery & Sons, 27, Charterhouse Sq., London.

POST OFFICE NOTICES.

A small parcel mail from London dated 8th ult. reached this office per P. & O. s.s. *Candia*.

War risks are not covered by postal registration or Insurance.

The Parcel Post Service to Egypt and countries beyond is for the present suspended.

A late mail for Swatow, Amoy and Foochow will in future be closed for all Douglas steamers 20 minutes before each steamer sails, ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G. P. O. in the lane off Des Vœux Road.

Mails will close for:—

HOIHOW, *HAIPHONG & *PAKHOI.
Per *Phra Nang*, at 8 a.m., on Wednesday, the 23rd Sept.

STRAITS, *CEYLON & *EUROPE.
Per *Kashima Maru*, at 9 a.m., on Wednesday, the 23rd Sept.

BATAVIA, SAMARANG & SOURABAYA.
Per *Tjimanock*, at 9 a.m., on Wednesday, the 23rd Sept.

*SHANGHAI & *NORTH CHINA.
Per *Glealoguen*, at 11 a.m., on Wednesday, the 23rd Sept.

JAPAN Via KOBE.
Per *Atsuta Maru*, at 11 a.m., on Wednesday, the 23rd Sept.

STRAITS.
Per *Jason*, at 3 p.m., on Wednesday, the 23rd Sept.

SHANGHAI & NORTH CHINA.
(Europe via Siberia.)
Per *Luchow*, Registration 2 p.m. Letters 3 p.m., on Wednesday, the 23rd Sept.
[To make connection with the Tientsin-Pukow Railway closing at Shanghai British P. O. at 11.30 a.m., on Monday, the 28th Sept.]

FORT BAYARD, HAIPHONG & PAKHOI.
Per *Hue*, at 9 a.m., on Thursday, the 24th Sept.

PAKHOI & *HAIPHONG.
Per *Sungkiang*, at 9 a.m., on Thursday, the 24th Sept.

SWATOW.
Per *Haiman*, at noon, on Thursday, the 24th Sept.

SWATOW, AMOY & FOOCHOW.
Per *Haiching*, at noon, on Friday, the 25th Sept.

*STRAITS & *INDIA Via CALCUTTA.
Per *Chowying*, at 2 p.m., on Friday, the 25th Sept.

JANAN Via NAGASAKI.
Per *Nikko Maru*, at 10 a.m., on Saturday, the 26th Sept.

PHILIPPINE ISLANDS.
Per *Loongsang*, at 2 p.m., on Saturday, the 26th Sept.

STRAITS & INDIA Via CALCUTTA.
Per *Foochang*, at 2 p.m., on Saturday, the 26th Sept.

PHILIPPINE ISLAND, AUSTRALIA, TASMANIA, NEW ZEALAND via PORT DARWIN & NEW GUINEA via THURSDAY ISLAND.
Per *Taiyuan*, at 11 a.m., on Monday, the 28th Sept.

PHILIPPINE ISLANDS, AUSTRALIA, TASMANIA, NEW ZEALAND & NEW GUINEA, Via THURSDAY ISLAND.
Per *Tango Maru*, at 4 p.m., on Monday, the 28th Sept.

SWATOW, AMOY & FOOCHOW.
Per *Haiyang*, at noon, on Tuesday, the 29th Sept.

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT & EUROPE via BRINDISI.
Per *Salsette*, on Saturday, the 26th Sept.
Printed Matter and Samples at 10 a.m.
Registration at 10.15 a.m.
(Registration, with late fee of 10 cents up to 11.00 a.m.)
Registration, Kowloon P.O., 9.30 a.m.
Letters 11 a.m.
Late Letters, 11 a.m. to noon. Extra Postage 10 cents.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.
The Parcel mail will be closed on Friday, the 25th inst., at 5 p.m.

*Specially superscribed correspondence only.

Printed and Published for THE CHINA MAIL, Limited, by HORACE MURRAY HAIN, No. 6, Wyndham Street, Hongkong.

HOTELS

KINGSCLERE HOTEL,

HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.

Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.

Telephones in Bedrooms and Sitting-rooms throughout.

Telephone No. 1122,

Cable Address, 'Sachsels.'

A.B.C. Code 5th Ed.

Hongkong, September 1, 1906. 1208

KING EDWARD HOTEL

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ALL ELECTRIC TRAMS PASS ENTRANCE. Electric Lifts, Fans and Lighting, European Baths and Sanitary Fittings, Hot and Cold Water System throughout.

Best of Food and Service.

TELEPHONE 373. R. H. NORTH.
TELEGRAPHIC ADDRESS. 'VICTORIA.' *Manager.*

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE COMPANY, LTD.,

and

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1911, £22,561,286.

I—Authorised Capital £8,000,000	
Subscribed Capital £4,500,000	
Paid-up Capital	£2,437,500
II—Fire Funds.....	3,399,114
III—Life & Annuity Funds...	16,136,160
Sinking Fund Account	88,512
	£22,561,286
Revenue Fire Branch.....	2,567,158
,, Life and Annuity Branches.....	1,973,269
Revenue Marine Department ...	282,892
Other Receipts	430,193
	£5,233,312

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO *Agents.*

THE

CHINA MAIL

Typhoon Map & Guide.

PRICE - - - - - 40 cents.

IF you have lost your appetite, one of the big Variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

TO LET.

TO LET.

GODOWN in Ice House Street.

Apply HONGKONG ICE CO., LTD.

Hongkong, May 21, 1914. 642

TO LET.

NO. 4, CLIFTON GARDENS (17 Conduit Road).

GODOWN 98, Wanchai Road.

GODOWN No. 4, New Praya, Kennedy Town.

Apply

HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.

Hongkong, August 29, 1914. 940

TO LET.

FURNISHED 3 CLIFTON GARDENS (12 Conduit Road).

Apply

THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.

Hongkong, Sept. 4, 1914. 971

QUEEN'S BUILDING.

TO LET the South West portion of the First Floor, including Treasury on Ground Floor, lately in occupation of the GERMAN BANK.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.

Hongkong, June 16, 1914. 3

TO LET.

TOP FLAT HUMPHREYS BUILDINGS, Kowloon. Immediate occupation if desired.

Apply to

HUMPHREY'S ESTATE & FINANCE Co., LTD.

Alexandra Buildings.

Hongkong, Sept. 15, 1914.

TO LET.

FROM 1ST SEPTEMBER, 1914.

IN CANTON on SHAMEEN Lot 55. The premises now in the occupation of the BANK OF TAIWAN LD.

Apply to,

DAVID SASSOON & Co. LD., Hongkong.

Hongkong, August 5, 1914. 9

TO LET.

LARGE AIRY HOUSE containing 16 rooms at the back of Electric Tramway Company suitable for big family or private boarding house, 3 Godowns facing Bowrington canal. Moderate terms.

Apply to,

A. G. HEWLITT,

Architect No. 22, Queen's Rd. Central.

Or The Lan Tai Insurance Co.

54 Bonham Strand East.

Hongkong, Sept. 11, 1914. 1003

TO LET

TO LET.

NO. 7, KNUTSFORD TERRACE, Kowloon.

THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.

Hongkong, August 29, 1914. 983

TO LET.

LA HACIENDA E., No. 74, Mount Kellett Road.

Apply CHATER & MOODY,

No. 5, Queen's Road Central.

Hongkong, April 2, 1914. 415

PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON, SHANGHAI AND HANKOW.

STEAMERS EXPECTED.

Mails.

The P. M. S. S. Co.'s s.s. *Korea* carrying the mails from the United States left Yokohama for Hongkong via Manila on the 16th Sept., at 10 a.m., and is scheduled to arrive at this port on Monday, the 28th Sept.

Other Vessels.

The s.s. *City of Bristol* left New York on Monday, the 10th Aug., and is due here on or about Friday, the 25th Sept.

The Barber Line s.s. *Middleham Castle* passed Singapore on the 20th Sept., and is therefore expected to arrive here on Saturday, the 26th Sept., at daylight.

The T. K. K. s.s. *Seiyo Maru* will arrive here from Moji on the 26th Sept.

The Barber Line s.s. *Chalister* left New York for Hongkong via Panama Canal on the 1st September, and is due here on or about the 20th Oct.

Latest Advices.

The O. S. K. steamer *Chicago Maru* left Manila for Hongkong on the 21st Sept., p.m., and is due here on the 24th Sept., at daylight.

The s.s. *Hongkong*, with the French Mail, ex *Magellan* is due to arrive here on Saturday, the 26th September.

THE ALEXANDRA CAFE Cannot be Beaten. 11 Equalled. For Bread Cakes, Confectionery Meals with Wines & Liqueurs.